DEVELOPMENT APPLICATION

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Development Application Report

Morris Place Medical Centre Development

Lots 9 & 10 (No. 14 & 16) Morris Place, Innaloo

Prepared for Jakaby Pty Ltd

Prepared by TBB Planning

April 2026

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Document Information

Development Application

Proposed Medical Centre Development

Morris Place, Innaloo

Jakaby Pty Ltd

25/014

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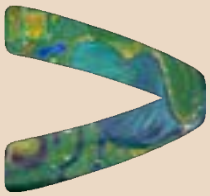

We respectfully acknowledge the Whadjuk people of the Noongar nation, as the traditional custodians of the land on which we live and work, and recognise their continuing connection.

We pay our respects to the Elders past, present and emerging for they hold the memories, the traditions, the culture and hopes that, through meaningful connection, we aim to apply to the design and planning of communities now and in the future.

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1.0 Preliminary

1.1 Introduction

TBB Planning, on behalf of our client, Jakaby Pty Ltd, submits this Application for Development Approval for a proposed medical centre development at Lots 9 & 10 (No. 14 & 16) Morris Place, Innaloo (**subject site**).

The proposal involves the development and use of a four-storey medical centre on the subject site, which will comprise a mix of tenancies including a pharmacy, radiology, general practice and specialist consulting rooms, providing a consolidated range of health services within a single, accessible location. The development includes associated vehicle parking and access arrangements, signage, landscaping, end-of-trip facilities and amenities, bin storage, and service access to support the ongoing operation of the premises.

The proposal will support the delivery of medical services to residents and families within the Innaloo community and surrounding areas by increasing local healthcare choice and convenience and reducing the need to travel to other centres for routine and specialist appointments.

The design of the development is intended to provide activation and a high level of amenity on the subject site, while ensuring compatibility with the surrounding commercial, retail and residential context.

The proposed development has an estimated construction cost of $5.13 million.

In support of the Application for Development Approval, TBB Planning has prepared the following report which outlines the matters relevant to the proposal, including the site details, the proposed development particulars, and the relevant planning framework.

This development application is prepared as a package, involving collaborative inputs from the consultant team:

- **Appendix A –** Certificate of Title;
- **Appendix B –** Development Plans and Design Statement prepared by Hubble Design;
- **Appendix C –** Responses to Design Review Panel prepared by Hubble Design with TBB Planning;
- **Appendix D –** Sustainability Strategy prepared by Hubble Design;
- **Appendix E –** Transport Impact Statement prepared by WSP Consulting; and
- **Appendix F –** Waste Management Plan prepared by WSP Consulting.

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1.2 Pre-lodgement Consultation

TBB Planning and the proponent met with officers from the City on 3 November 2025 to discuss the proposed medical centre development in advance of lodging the development application. During the meeting, the project team presented the preliminary development concept plans and perspectives, and discussed the design and planning context for proposal, including the intended tenancy mix and proposed land uses, access and servicing arrangements, car parking provision, landscaping intent, operational assumptions and existing development interface considerations. The City acknowledged the site's limited capacity to accommodate on-site parking and landscaping. It was confirmed that the City retains ownership of the land comprising the shared and centralised parking area servicing the centre, and that a review of any existing or historical parking agreements and arrangements may be required.

The matters discussed at the meeting informed the refinement of the final Development Plans prepared by Hubble Design (refer to **Appendix B**) and the preparation of supporting technical documentation submitted as part of this development application.

1.3 Design Review Panel

The project team attended a Design Review Panel (**DRP**) meeting at the City on 27 November 2025, presenting the proposed development to the DRP including an analysis of the proposal against the 10 design principles.

Key recommendations from the DRP included the following:

- Increase ground floor activation and passive surveillance to Morris Place and the adjoining laneways (including clearer glazing, and an awning/canopy to the eastern laneway, and consideration of the pharmacy addressing the south-east corner);
- Improve the provision of viable on-structure landscaping / landscape outcomes;
- Provide a traffic/parking management statement (including parking utilisation/public transport opportunities) and incorporate bicycle and end-of-trip facilities;
- Refine building articulation and detailing to reduce bulk and improve human scale;
- Address medical centre waste management requirements and bin store safety (including recessed door treatment);
- Provide a substantiality strategy and address internal amenity and legibility matters.

The feedback from the Panel has been incorporated into the design revisions of the proposal. Some of the main design revisions addressing the Panel's comments include reducing the building height from five to four storeys; increasing active frontages to both the eastern laneway and Morris Place by reorientating the lift core and entry for the medical centre as well as introducing a micro-tenancy (shop or café) to better activate the street frontage; reworking the design aesthetic to reflect local character instead of a healthcare focused aesthetic; and landscaping improvements to the pedestrian area in Morris Place located in front of the proposed development.

The proposed development and its revisions will be presented to the Panel at a second DRP meeting post-lodgement of the application.

Refer to **Appendix C** for the Responses to the Design Review Panel prepared by Hubble Design with input from TBB Planning.

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2.0 Site Details

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2.1 Legal Description

The lot details and landownership of the subject site are provided in **Table 1** below. Refer to **Appendix A** for the Certificate of Title (multi-title). The Development Application Form has been signed by the relevant company signatories for the registered proprietor.

A review of the Certificate of Title indicates that there are no notifications or encumbrances applicable to the proposed development.

Table 1 – Lot Details.

Lot No.	Plan	Volume	Folio	Area	Registered Proprietor
9	6904	1263	324	245m^2	JAKABY PTY LTD
10	6904	1263	324	245m^2	
			Total Area	490m^2	

2.2 Site Context

The subject site is situated in the Innaloo locality and within the municipality of the City of Stirling (**City**). The subject site is located approximately 9 kilometres north-west of the Perth Central Business District and 3.5 kilometres east of the coastline.

The subject site (Lots 9 and 10) is located within the Morris Place Neighbourhood Centre, which was constructed in the early 1960s. The centre is orientated in a horseshoe configuration, with built form addressing Morris Place and shared car parking and mature trees located in the middle. This centralised parking area functions as the primary parking resource for the centre, with no on-site parking provided within individual lots. The subject site reflects this established arrangement, with no on-site parking or landscaping, and relies on the shared parking facilities within the centre.

On both the northern and southern side of the Morris Place Neighbourhood Centre, there are two one storey brick buildings on narrow linear lots forming a continuous hard edge fronting Morris Place, and both sides contain a strip of various commercial uses including retail shops, offices, cafés, restaurants, pharmacy and post office, gym, laundrette, and consulting rooms (physio). The eastern side of the centre contains an IGA supermarket and a liquor store co-located in a separate building, as well as a Community Centre and Community Theatre, where the building was constructed in the mid-1970's.

The centre is bordered by Rivergum Lane to the south, which contains existing marked car parking bays. Blackgum Lane borders the centre and the subject site to the north, which currently contains some bays adjoining the supermarket. Access to the centre is provided via Morris Road.

Morris Road borders the centre to the west and is followed by established low-density residential dwellings. To the east and south, the centre is bordered by with established low-density residential dwellings. An established tavern and drive-through liquor store with associated car parking occupies the lot directly adjoining the Morris Place Neighbourhood Centre.

Refer to **Figures 1-2** for aerial photographs depicting the subject site location and surrounding context, and **Figures 5-6** for photographs of the existing development and Morris Place Neighbourhood Centre.

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Figure 1 – Aerial photograph of subject site *(Source: MNG Maps, 2026)*.



Figure 2 – Aerial photograph of subject site and surrounding context in Morris Place Neighbourhood Centre*(Source: MNG Maps, 2026)*.

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Figure 3 – Photograph of Morris Place Neighbourhood Centre central car park and tree canopy, looking north-west.



Figure 4 – Photograph of existing development on the subject site, looking north-east from Morris Place.

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Figure 5 – Photograph of the existing development on the subject site and public realm on the eastern side of the building, looking north.



Figure 6 – Photograph of the existing development on the subject site (rear), looking south-west from Blackgum Lane.

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3.0 Proposed Development

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3.1 Proposal Summary

The application seeks approval for the development and use of a medical centre on the subject site. The proposal comprises a range of health-related tenancies, which facilitate the co-location of complementary medical services within a single premises. The proposed development is intended to service the healthcare needs of the Innaloo community and surrounding catchment by providing a convenient and locally accessible hub for a range of medical services. By consolidating general practice, specialist consulting, radiology and pharmacy uses within a single location, the development will improve access to both routine and more specialised healthcare, reducing the need for residents to travel to higher-order centres for appointments and supporting the role of the Morris Place Neighbourhood Centre as a local service destination for the community.

3.2 Development Details

The proposed four-storey building for the medical centre comprises the following development particulars:

Table 2 – Development Particulars Summary.

Floor Level	Particulars
Ground Floor	• Tenancy 1: Pharmacy (184.48m^2); • Tenancy 2: Radiology (155.06m^2); • Micro Tenancy: Café or Shop (10.7m^2); • Entrance lobby, lift and circulation areas with stair access located at the front and rear; • Two universally accessible toilets; • End of trip facilities and bicycle store room with storage of up to 5 bicycles; • Bin store room including bin washdown area; and • Plant and electrical room. • Canopy signage and wall-mounted signage on the Morris Place frontage.
First Floor	• Tenancy 2 (continued): Radiology (434.98m^2); • Two universally accessible toilets; and • Lift and circulation areas with stair access located at the front and rear.
Second Floor	• Tenancy 3: General Practice Medical Clinic (434.14m^2); with the following – > Reception and associated patient waiting area; > Five GP Consult rooms; > Four Treatment rooms; > Injection room; > Pathology room; > Office for Practice Manager; > Staff room; > Store room; • Lift and circulation areas with stair access located at the front and rear; and • Two universally accessible toilets.
Third Floor	• Tenancy 4: Medical Centre Administration and Specialist Consultant Offices (184.48m^2); • External Balcony with planter boxes (on-structure landscaping), accessed via sliding doors. • One universally accessible toilet; and • Lift and circulation areas with stair access located at the front and rear. • Wall-mounted signage on the rear façade.
Rooftop	• Plant equipment and building services.

For further details on the proposed development, refer to the Development Plans prepared by Hubble Design at **Appendix B**.

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3.2.1 Car Parking

No on-site car parking can be provided due to the unique historical parking arrangements in the Morris Place Neighbourhood Centre, with all established lots relying on the existing shared centralised car park.

In response to the constrained parking environment, the proponent has identified an opportunity to increase parking supply within the centre through the formalisation and line-marking of parallel parking within the northern laneway (Blackgum Lane), consistent with the existing parallel parking arrangement in Rivergum Lane to the south.

The Development Plans demonstrate that approximately 15 parallel parking bays can be accommodated within Blackgum Lane.

3.2.2 Landscaping

No on-site landscaping can be provided at ground level within the subject site, consistent with the established development pattern of the Morris Place Neighbourhood Centre, where individual lots do not accommodate landscaping and instead rely on the centralised public realm, which contains mature trees that define the landscape character of the Morris Place Neighbourhood Centre.

Notwithstanding, the proposal incorporates on-structure planting in the form of landscaped areas to the third floor balcony, contributing to visual relief and softening of the built form at upper levels. In response to Design Review Panel feedback, the proponent has also agreed in principle to provide a landscaped breakout area at ground level in front of the building in the public realm.

This will involve the introduction of approximately 15m^2 of landscaping in lieu of existing hardstand areas not required for pedestrian circulation, as well as additional planting along the eastern side of the building adjacent to the pedestrian pathway. This approach will provide a community benefit and enhance the pedestrian environment within the overall centre. The detailed landscape design will be developed in consultation with the City of Stirling through the development application assessment and condition clearance process.

3.3 Built Form and Design

The design presented in this submission has been informed by a detailed analysis of the site and the established local character and historical context of the Morris Place Neighbourhood Centre and surrounding area. The proposal adopts a contemporary architectural language that reflects its function as a health facility, while respectfully responding to and referencing the scale, form and setting of the surrounding Morris Place Neighbourhood Centre. Some of the notable design outcomes include:

- The incorporation of a sawtooth motif within the eastern façade design, referencing existing roof forms and architectural elements within the Morris Place Neighbourhood Centre. This element introduces a recognisable local character reference and assists in breaking down the building mass into smaller, legible components.
- Upper-level design elements including recessed balcony areas, on-structure planting and planter boxes, and darker material finishes on the third floor, which soften the built form and enable the upper storey to visually recede, reducing overall building bulk and breaking down the perceived scale of the building.
- An active ground floor interface, with glazing to tenancies and lobby areas, reinforcing visual connection to the central public realm and car park and improving passive surveillance and engagement opportunities.
- Articulation of the ground floor through a considered material palette, including timber-look aluminium and brick cladding, textured finishes and extensive glazing, creating warmth and a human-scaled interface that reflects the fine-grain pattern of existing shopfronts within the centre.
- The incorporation of a continuous canopy element at ground floor level, consistent with the existing awning treatments of surrounding tenancies, providing weather protection and reinforcing a cohesive and legible streetscape outcome.

Refer to **Figures 7-8** below for perspectives of the proposed development. Further perspectives and elevations are provided within the Development Plans and Design Statement in **Appendix B.**

A Sustainability Strategy for the proposal is provided at **Appendix D.**

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Figure 7 – Aerial view perspective of proposed development, looking north-east from Morris Place.



Figure 8 - Perspective of proposed development, looking south-west from Blackgum Lane.

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3.4 Proposed Tenancy Mix and Operational Details

The proposed medical centre will operate as a multi-disciplinary health facility comprising general practice, specialist consulting, radiology and pharmacy services. The operational characteristics of the development are outlined below.

It is noted that the existing Pharmacy tenant (with Australia Post services) at the Morris Place Neighbourhood Centre will be re-locating into the proposed development.

The General Practice component is anticipated to accommodate approximately seven (7) practitioners, with the Radiology tenancy accommodating approximately five (5) practitioners. It is noted that practitioner numbers may be subject to refinement depending on operational requirements. Additional staff are anticipated to include one (1) receptionist for both the General Practice and radiology tenancies.

The Pharmacy tenancy is expected to employ approximately one (1) pharmacist during standard periods, increasing to two (2) pharmacists during peak times, equating to an average of 1.5 pharmacists on-site, as well as between one (1) and two (2) pharmacy assistants. The Pharmacy tenancy also incorporates a small Australia Post licence, which requires one (1) dedicated staff member.

The proposed operating hours are as follows:

- Pharmacy: 8:00am to 6:30pm, seven (7) days per week;
- General Practice and Radiology:
  8:00am to 6:00pm Monday to Friday, 9:00am to 5:00pm Saturdays and 10:00am to 4:00pm Sundays.

Deliveries associated with the Pharmacy tenancy are anticipated to occur approximately once per day, typically in the afternoon, and will be facilitated via the rear service laneway (Blackgum Lane). Waste collection will be undertaken by a private contractor, with collection occurring from Blackgum Lane. Further details on waste management are discussed in **section 4.2** below.

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4.0 Technical Considerations

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4.1 Traffic and Access Considerations

4.1.1 Traffic Review Findings

The proposed development has been subject to a detailed transport analysis in the form of a Transport Impact Statement (**TIS**) prepared by WSP Consulting in accordance with the Western Australian Planning Commission *Transport Impact Assessment Guidelines*. The TIS is the appropriate level of reporting where the expected traffic generation is between 10 - 100 vehicle trips in the development's peak hour and it assesses the impacts on the surrounding road network arising from the development's proposed traffic, access and parking arrangements. (refer to **Appendix E**).

The TIS provides that the estimated traffic generated by the development (inbound and outbound) will be 57 trips in the AM peak period and 61 trips in the PM peak period. WSP provides that this anticipated trip generation is considered conservative and the actual trip generation may be substantially lower when considering walking and cycling trips by nearby residents from the surrounding catchment.

The TIS confirms the level of traffic generated by the proposal can be readily accommodated on Morris Place, Morris Road and the surrounding road network, and no adverse impacts on external traffic function and safety are anticipated.

4.1.2 Parking

The Morris Place Neighbourhood Centre operates under a shared parking arrangement that differs from conventional commercial developments. Rather than each lot providing on-site parking, the centre is structured around a single, centrally located car park that services all tenancies collectively, as well as existing parking in the laneways. This arrangement is reinforced by the physical layout of the centre, with buildings forming a continuous edge to Morris Place and internalising parking within a common area. As a result, individual lots within the centre, including the subject site, are not configured to accommodate on-site parking and instead rely entirely on the shared parking resource, where the land is owned by the City.

A **Parking Survey** was completed as part of the TIS to review the number and occupancy of publicly accessible car parking bays at the Morris Place Neighbourhood Centre. The Parking Survey confirmed that there is: 123 bays (including 5 ACROD bays) in the shared centralised car park; 28 off-street bays within Rivergum Lane; and 12 informal, 90-degree angle bays adjoining the supermarket within Blackgum Lane; with the total being **163 bays**.

Automatic tube count surveys were undertaken by WSP Consulting across a seven day period between Wednesday 25 February 2026 to Tuesday 3 March 2026. The survey results and the observation of existing parking occupancy showed that there were in **excess of 76 vacant bays at all times**, even during the mid-morning peak.

WSP Consulting undertook additional parking demand modelling, and found that the proposed development and the existing uses at the Morris Place Neighbourhood Centre together is **anticipated to have a maximum parking demand of 128 bays, which is well below the 163 bays currently available.**

Accordingly, the existing publicly accessible parking bays within the Morris Place Neighbourhood Centre is considered to be more than sufficient to accommodate the expected parking demand of the proposed development.

Additionally, the proponent has offered an opportunity to increase parking supply within the centre through the formalisation and line-marking of 15 parallel bays within Blackgum Lane, which would further provide a net increase to the parking availability at the Morris Place Neighbourhood Centre.

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It is noted that the parking and traffic assessments adopt conservative assumptions, including that all patients/staff travel by private vehicle and that there is no internal trip sharing between tenancies. In practice, a proportion of visitors are expected to arrive on foot, by bicycle or via public transport, and there is likely to be overlap between uses (e.g. patients visiting both the medical centre and pharmacy). As such, the assessed parking demand is considered to represent a worst-case scenario, and actual demand is likely to be lower.

Parking justification is discussed in further detail within **section 6.1** below.

4.1.3 Access

The proposed development maintains the existing vehicular and pedestrian access arrangements within the Morris Place Neighbourhood Centre, with no modifications proposed.

Pedestrian access is well established in the Morris Place Neighbourhood Centre, with direct connections from Morris Road, Morris Place and the surrounding laneways linking to the broader footpath network. These existing pathways provide a high level of walkability and safe pedestrian access to the subject site and throughout the centre.

Vehicular access to the centre is primarily provided via Morris Road, with multiple crossover points connecting to Morris Place and additional access points to both Rivergum Lane and Blackgum Lane. This network supports circulation around and through the centre.

Swept paths were undertaken by WSP Consulting and confirm the subject site can be serviced via Blackgum Lane by 8.8m a medium rigid vehicle (MRV) and a 10.24m waste truck.

Further, the subject site can be easily accessed by public transport, with Bus Routes 421 and 423 operating along Barnes Street and the nearest bus stop located approximately 240m north of the subject site via Morris Road.

Refer to the TIS prepared by WSP Consulting contained in **Appendix E** for further detail.

4.2 Waste Management

A Waste Management Plan (**WMP**) has been prepared in support of the proposed development and use. The WMP addresses estimation of general waste volumes and recommendations for appropriate collection, storage, handling and management of waste and recycling for the development.

The WMP concludes that the proposed internal bin storage area, and the proposed number and sizes of waste and recycling bins, are adequate to service the proposed development. Waste will be stored in the enclosed bin store area that includes a bin washdown area, and there is a roller door to provide access to the waste collection point in the rear service laneway (Blackgum Lane).

Waste and recycling will be collected by a private contractor as per the tenant requirements; with general waste estimated to be collected around three times per week; recycling collected twice per week; and paper/cardboard collected once per week.

Pharmaceutical and clinical waste will be collected by appropriately licensed specialist waste contractors, with frequency as per tenant requirements.

Waste collection vehicles (10.24m in length) will collect at the waste collection point at the rear of the building in the service laneway (Blackgum Lane), which is the existing waste collection arrangement for the subject site and the adjoining buildings at the Morris Place Neighbourhood centre.

Refer to **Appendix F** for the Waste Management Plan prepared by WSP Consulting.

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5.0 Planning Framework

5.1 Metropolitan Region Scheme

Under the *Metropolitan Region Scheme* (**MRS**), the subject site is zoned 'Urban' as depicted in **Figure 9** below, which is land classified for the purpose: *'to provide for residential development and associated local employment, recreation and open space, shopping, schools and other community facilities'*.

The proposal for a medical centre development, also offering local employment opportunities, is consistent with the intent of the Urban zone and will support the residential land use of the surrounding area by providing convenient access to essential health services and community facilities within close proximity to where people live.



Figure 9 – MRS Zoning of the subject site *(Source: PlanWA, 2026)*.

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5.2 City of Stirling Local Planning Scheme No. 3

5.2.1 Zoning

The subject site is zoned 'Local Centre' under the City's *Local Planning Scheme No. 3* (**LPS3**), as shown in **Figure 10** over page.

Clause 4.2.7 of LPS3 sets out the objectives of the 'Local Centre' zone as follows:

a) To provide for a limited range of small-scale retail, commercial and community facilities to meet the day-to-day needs of the immediate neighbourhood.

b) To ensure safe and convenient access to facilities, in an environment which is conducive to pedestrian movement.

c) To ensure development is sited and designed so as to reinforce a sense of place and attractive streetscapes.

The proposal is consistent with the zone objectives for the following reasons:

- The development will provide medical and health services (including general practice, specialist consulting, radiology and a pharmacy) that meet the day-to-day needs of the surrounding neighbourhood and complement the Local Centre function.
- The subject site's Local Centre location supports convenient access by a range of transport modes, with end-of-trip facilities, landscaping amenity improvements to the rear laneway and the building has direct connections to the existing footpath network in Morris Place and adjoining areas to support safe and comfortable pedestrian movement.
- The building has been designed to present an active, articulated built form to the street and interface areas, contributing to an attractive streetscape and reinforcing a sense of place that is compatible with the surrounding centre and residential context. Refer to the Design Statement in **Appendix B** for further detailed discussion on the design and built form.



Figure 10 – LPS3 Zoning Map of the subject site *(Source: PlanWA, 2026)*.

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5.2.2 Land Use Classification and Permissibility

'Table 1 – Zoning Table' (Clause 4.3) in LPS3 specifies the land use permissibility for the 'Local Centre' zone from the defined land uses listed in Appendix 3.

This application seeks approval for a medical centre development comprising various medical and health service related uses as outlined in **Table 3** below.

Table 3 – Land Use Classification and Permissibility under LPS3.

Proposed Use	Land Use Classification & Definition	Permissibility
General Practice	**Medical centre** *means premises, other than a hospital, used by more than two health consultant(s) for the investigation or treatment of human injuries or ailments and for general outpatient care (including preventative care, diagnosis, medical and surgical treatment, and counselling) and allows for ancillary services such as a chemist;*	D (discretionary)
Radiology		
Medical Centre Administration and Specialist Consulting Offices		
Pharmacy	**Shop** *means premises used to sell goods by retail, or hire goods, but does not include a showroom or fast food outlet;*	P (permitted)

The proposal involves the various medical and health related services each fitting within the land use classifications identified in **Table 2** above.

In this regard, the proposed development satisfies the relevant land use definitions under LPS3 and is therefore suitably classified. Specifically, the general practice, radiology and specialist consulting components are appropriately captured by the **'Medical centre'** definition, being premises used by more than two health consultants for the investigation and treatment of human injuries or ailments and for general outpatient care, and allowing for ancillary health-related services. In this respect, the proposed general practice and radiology tenancies will operate as complementary health services within the consolidated medical centre building and are consistent with the intent of the definition, which anticipates a range of outpatient medical functions occurring from the same premises.

The pharmacy with an Australia Post service component is consistent with the **'Shop'** definition, as it involves the retail sale of goods to the public being pharmaceutical items, associated convenience items and other retail goods (i.e. giftware, beauty and hair products, Australia Post items etc).

Accordingly, the proposed uses are consistent with, and can be assessed under, the applicable land use classifications in LPS3.

Further, the proposed uses are considered to be consistent with the objectives of the 'Local Centre' zone, as they provide community-serving facilities that meet day-to-day needs, support local employment, and complement the existing mix of small-scale retail and commercial tenancies within the centre. Various technical assessments and reporting have also been undertaken to demonstrate the proposed uses are suitable from an amenity perspective and that they can be appropriately managed to ensure compatibility with the surrounding locality.

For these reasons, the proposed uses are considered appropriate for the subject site and, on land use grounds, are considered to warrant support by the City.

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5.3 City of Stirling Draft Local Planning Scheme No. 4

At its Ordinary Council Meeting (OCM) held on 10 June 2025, Council resolved to support draft *Local Planning Scheme No. 4* (**LPS4**), incorporating modifications to address issues raised during public submissions as outlined in the updated version dated 3 June 2025, and authorised the Chief Executive Officer to submit LPS4 and all supporting documentation to the Western Australian Planning Commission for further consideration.

The scheme maps from the 10 June 2025 OCM Agenda show that the subject site has a 'Centre' zoning under LSP4, and all proposed uses in this application remain capable of approval in the Centre zone as 'P' (permitted) or 'D' (discretionary) uses in the draft LSP24 zoning table.

In parallel with the preparation of draft LPS4, it is understood that the City are undertaking a staged review of its existing Local Planning Policies, which is intended to streamline the local planning framework and ensure policies are contemporary, fit for purpose, and ready for implementation upon gazettal of LPS4.

At the pre-lodgement meeting on 3 November 2025, the City provided update on progress for their draft LPS4, which was with the officers at the Department of Planning, Lands and Heritage (**DPLH**) at the time of the meeting and no significant progression was expected until mid-2026.

5.4 Local Planning Policies

5.4.1 Local Planning Policy 4.3 – Mixed Use Design Guidelines

The City's *Local Planning Policy 4.3 – Mixed Use Design Guidelines* (**LPP4.3**) provides guidance to ensure a high standard of built form and streetscape outcomes for non-residential and mixed use development within activity centres and commercial sites.

As confirmed in Section 3 of LPP4.3, the subject site is located within a Local Centre zone and the proposal comprises non-residential development and accordingly, the proposal is subject to assessment against the provisions and design guidelines of LPP4.3.

An assessment of the relevant development provisions and design elements from Section 4 of LPP4.3 is provided in **Table 4** below.

Table 4 – LPP4.3 Provisions Assessment.

Development Standard	Requirement	Proposed	Compliance
4.1 - Built Form and Design			
Building Height	• *The maximum building height for all development is 3 storeys.*	The medical centre development proposes a building height of four-storeys, representing a minor one storey variation. It is noted that Section 5 in LPP4.3 states that variations to the policy will be assessed against the Objectives of LPP4.3. Detailed justification for the proposed building height is discussed in **section 6.2** below, including an assessment against 'Objective 3: Building Height' in LPP4.3.	1 storey variation proposed
Building Setbacks	*Street Setbacks:* • *Buildings shall have a nil setback to primary and secondary streets.* *Side and Rear Setbacks:* • *Buildings shall have a nil setback to side boundaries.*	> Primary Street (Morris Place): Nil > Secondary Street/Rear (Blackgum Lane): Nil > Side: Nil	✓
Building Appearance	• *Glazing limited to a maximum of 75% of the surface area per storey of all façades of a building;*	Glazing does not occupy more than 75% of the surface area on each storey. The ground floor level fronting Morris Place does contain the most glazing on the building, but the total combined area does not reach 75%.	✓

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	• *The facade above ground floor level for all buildings provide at least four of the following:* *- openings;* *- balconies;* *- awnings over windows;* *- different colours and textures; and -* *indentations, extrusions and wall/floor articulations to break the building into individual elements; and*	The façade above the ground floor level provides window openings, a balcony on the third floor, and different colours and textures. Refer to the Development Plans at **Appendix B for** illustration of these elements on the elevations.	✓
	• *Air conditioning units, ducts and other services be screened from view from abutting sites and not located on the building façade facing the street.*	All air conditioning units, plant equipment, ducts and associated services are located at roof level and are appropriately screened from view from surrounding properties and the public realm. No services are located on building façades facing the street.	✓
4.2 - Streetscape Relationship			
Ground Floor Frontage and Street Parapets	*The ground floor building facade shall:*		
	• *be at least 50% clear glazed of the surface area of that storey;*	The ground floor façade to Morris Place is more than 50% glazed.	✓
	• *provide a mixture/combination of openable and fixed windows and doors;*	A mixture of openable and fixed windows and doors have been provided within the building.	✓
	• *provides active and passive surveillance;*	Refer to active and passive surveillance response provided below under 'Activity and Uses'.	✓
	• *not include roller shutter screens unless they are a minimum 75% visually permeable;*	No roller shutter screens are proposed.	✓
	• *not contain signage which covers more than 20% of area of individual windows; and*	All signage proposed is wall mounted or fixed to the façade or awning.	✓
	• *in the case of nil setbacks to the street, have a minimum window sill height of 0.5m above finished ground floor level.*	The proposal incorporates extensive glazing to the ground floor façade facing Morris Place, with doors and windows extending close to floor-to-ceiling height. This is consistent with the established shopfront character of the Morris Place Neighbourhood Centre. The ground floor comprises active commercial and medical tenancies, where extensive glazing are essential to achieving a high level of transparency, activation and passive surveillance to the street and adjoining public realm.	Minor variation proposed
	Awnings are to:		
	• *protrude a minimum of 2.0m from the building;*	The proposed awning protrudes 3.24m from the building.	✓
	• *be provided over all footpaths that abut a building, including footpaths to the rear;*	The awning has been provided on the Morris Place frontage to be consistent with the existing development and streetscape precedent in the centre. No awnings have been provided on the eastern side or rear of the building, which is consistent with the existing development on the subject site and the adjoining developments.	Minor variation proposed
	• *be provided above all entrances and exits of a building;*	All entry points to the Morris Place frontage are covered by the awning. The entry/exit point at the rear of the building has a recessed door entrance which is undercover.	Minor variation proposed
	• *be of solid construction using materials that are opaque and non-reflective (eg. no glass); and*	The awning is of solid construction which will be made from a white powdercoated steel material.	✓
	• *match the height of existing adjacent awnings.*	The proposed awning matches the height of adjacent existing awnings in the centre.	✓

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	All buildings with a nil street setback shall contain street parapets which include:		
	• *indentations;* • *differing materials, colours and textures; and* • *variation in parapet heights and designs for each building so as to provide additional interest to the street.*	The proposal has a nil setback to the street and incorporates variation in building height and façade treatment, which satisfies the intent of this requirement. The development presents a three-storey street wall to Morris Place, with the fourth storey recessed and expressed through a lighter architectural treatment, including darker tones and differentiated materials. This approach reduces the visual prominence of the upper level and creates a clear variation in parapet height and form when viewed from the street. At ground level, the building incorporates a continuous awning consistent with the established shopfront character of the centre, with integrated signage above the awning providing a visible and legible parapet-like element to the street. Together, the recessed upper level, material variation and articulated façade provide visual interest and achieve the intent of parapet variation without the need for a traditional parapet form.	✓
Activity and Uses	• *Buildings designed to provide passive surveillance to the street.*	The proposed development has been designed to provide active and passive surveillance to the street and surrounding public realm through the incorporation of extensive glazing and a 'Micro tenancy' for a café or shop, as well as clear defined entrance to the entrance lobby and Pharmacy tenancy. This ensures clear sightlines between internal spaces and external areas, including Morris Place, the central car park and adjoining laneways. The shopfront-style design of the ground floor facade promotes visual connection and natural surveillance within the street and centre. The upper level windows and balcony area further contribute to passive surveillance, providing additional overlooking of the surrounding public realm and street.	✓
Levels	• *On sloping sites development shall be stepped so as to avoid differences between the footpath level and the finished ground floor level of the building;*	> The site is relatively flat and does not require the development to have 'stepped' floor levels.	✓
	• *There shall be no level difference between the finished ground floor level and the footpath level of a building to ensure pedestrian access; and*	> The building's finished floor level is consistent with the adjoining pedestrian paving located outside the building in Morris Place.	✓
	• *Filling of a site up to 0.5m above Natural Ground Level shall be permitted to enable level sites.*	> Noted.	✓
Balconies	• *Balcony balustrades shall be at least 50% visually permeable.*	The balcony balustrade will be constructed of glass, providing complete visual permeability.	✓

The proposed development is generally consistent with the relevant provisions of LPP4.3, as outlined in the table above, and aligns with the overall design intent of the policy. Accordingly, the proposal is considered to warrant support.

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5.4.2 Local Planning Policy 6.6 – Trees and Landscaping - Non-residential

Local Planning Policy 6.6 – Trees and Landscaping - Non-residential (**LPP6.6**) provides guidance on tree retention and landscaping for development to enhance the quality, liveability and identity of local areas, and to strengthen biodiversity outcomes. As per Section 1 in LPP6.6, the policy is applicable to the proposal as it is non-residential development which increases the building footprint.

Notwithstanding, the proposal does not meet the typical on-site landscaping and deep soil requirements of the LPP4.3 due to the unique constraints of the subject site and the established development pattern of the Morris Place Neighbourhood Centre. The centre is characterised by a consolidated built form with nil setbacks and no landscaping provided within individual lots, with landscape provision instead centralised within the shared public realm and car park, which have mature trees and extensive canopy coverage as illustrated in **Figure 11** below. As such, there is no capacity to accommodate meaningful on-site landscaping and deep soil areas without negatively compromising the functionality of the development.



Figure 11 - Aerial views of the central car park and mature tree landscape character of the Morris Place Neighbourhood Centre.

In this context, the proposal has been assessed against the objectives in Section 3 of LPP6.6, with consideration given to alternative landscaping outcomes that contribute to the broader streetscape and public realm of the Morris Place Neighbourhood Centre, rather than strict compliance with prescriptive on-paper requirements.

a) ***To improve the amenity of areas by providing suitable landscaping for development sites;***

While no ground level landscaping is provided within the subject site, the proposal delivers an overall improvement to amenity through alternative landscape outcomes. The introduction of on-structure planting softens the built form and enhances visual amenity when viewed from the streetscape at ground level, while additional landscaping within the adjacent public realm, including a landscaped breakout area and planting along the eastern boundary, improves the pedestrian environment and contributes positively to the amenity and character of the centre as a whole.

b) ***To protect existing trees, and ensure new trees are planted to contribute to tree canopy coverage;***

The proposal does not impact any existing trees, with the mature tree canopy within the centralised car park retained and continuing to define the landscape character of the centre. While new deep soil tree planting cannot be accommodated within the subject site due to physical constraints, the proposal contributes to the amenity and tree canopy coverage in adjoining public realm through additional planting.

c) ***To provide shade coverage to car parking areas;***

Shade within the Morris Place Neighbourhood Centre is already primarily provided by the existing and extensive mature tree canopy within the central car park. The mature shade trees are a defining landscape element of the centre and provides the primary contribution to the centre's visual amenity, shade and environmental quality. The proposal does not alter this arrangement which continues to service the shared parking area, and no car parking areas can be provided on the subject site itself.

d) ***To ensure development provides optimal growing conditions to enable existing trees, new trees and landscape planting to reach maturity;***

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Given the absence of deep soil areas within the subject site, meaningful tree planting cannot be supported on-site. Instead, the proposal directs landscaping to areas in the adjoining public realm where appropriate growing conditions can be achieved, ensuring that trees and plants can be grown and maintained effectively.

e) To provide a diversity of plant and tree species that are resilient to climatic, soil and site conditions;

Planting within the public realm and the planter boxes on the third floor balcony will incorporate suitable, resilient species that respond to site conditions and contribute to the overall landscape diversity of the centre. The detailed landscape design will be developed in consultation with the City to ensure appropriate species selection. In this regard, an appropriately worded condition of approval is expected.

f) To encourage waterwise landscaping through appropriate species selection, reduced water demand, and improved stormwater utilisation.

The future landscape design for the public realm can incorporate waterwise principles, including the selection of drought-tolerant species and efficient irrigation methods, where applicable. Opportunities to integrate waterwise and sustainable landscaping practices will be explored through detailed design in consultation with the City.

Overall, the proposal is considered to satisfy the intent of the LPP6.6 objectives, as it responds appropriately to site constraints while delivering an improved landscaping outcome for the Morris Place Neighbourhood Centre.

5.4.3 Local Planning Policy 6.7 – Parking and Access

Local Planning Policy 6.7 – Parking and Access (**LPP6.7**) provides guidance on the provision of car parking and access for development, with the aim of balancing parking demand while promoting alternative modes of transport and reducing reliance on private vehicles. LPP6.7 is applicable to all development on land zoned under the City's LPS3.

Section 5.2 (a) in LPP6.7 states that: *Where new development or redevelopment of a site proposes a net increase to the non-residential floor area by more than 50%. In that instance, Table 2 and 3 applies to all development on the site*.

Tables 2 and 3 in LPP6.7 provide the applicable parking rates for car parking bays, and Sections 6 and 7 outline the parking rates for motorcycle parking bays and bicycle parking bays, and an assessment of the proposal against these parking rates is provided in the following **Table 5.**

Table 5 – LPP6.7 Assessment.

	Land Use	Parking Rate	Required	Proposed
Car Parking Bays	*Medical Centre*	*5 bays for each practitioner in attendance up to 2 practitioners; 2 additional bays for each practitioner in attendance in excess of 2 practitioners; and Any Pharmacist in a co-located Chemist service shall be counted as a practitioner.*	14 Practitioners Total: 7 – General Practice 5 – Radiology 2 – Pharmacists **= 34 bays required**	0 on-site bays. Parking Survey confirms existing supply in Morris Place Neighbourhood Centre can accommodate proposal.
Motorcycle Parking Bays	*Non-residential*	*Developments with 500m² or more of gross floor area, where works increase the number of non-residential car parking bays provided on site, one motorcycle parking space shall be provided for every 1,000m² of gross floor area.*	Total building GFA: 1,828m² **= 2 bays**	There are no existing motorcycle bays at the Morris Place Neighbourhood Centre. As confirmed by the traffic consultants and Parking Survey, ample parking is available within the Morris Place Neighbourhood Centre to accommodate motorcycle users.
Bicycle Parking Bays	*All other uses*	*1 space per 400m² of gross floor area (GFA)*	Total building GFA: 1,828m² **= 5 bays**	5 bays are provided in the bicycle store room. Further bays could be provided in the future via two-tiered storage system.

Importantly, it is noted that the existing development on the subject site has no car bays provided with the existing land uses operating in the two buildings.

The proposal does not meet the typical on-site car parking and motorcycle parking requirements of LPP6.7 due to the unique constraints of the subject site and the established parking arrangements within the Morris Place Neighbourhood Centre. The

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centre operates with a shared centralised car park and no on-site parking provided within individual lots. As such, there is no capacity to accommodate on-site parking within the subject site. Further detailed justification for the car parking is discussed in **section 6.1** of this report.

As per Section 4 in LPP6.7 (variations), the proposal has been assessed against the objectives of LPP6.7 due to the car parking variation proposed.

a) To ensure development provides an appropriate level of car parking, reflecting supply and demand so that a major parking problem is unlikely to occur;

As the proposal cannot provide any on-site parking bays, the proposal has been subject to a Parking Survey undertaken by WSP Consulting (refer to the TIS in **Appendix E**), which confirms that sufficient capacity exists within the Morris Place Neighbourhood Centre to accommodate parking demand.

The centre provides approximately 163 publicly accessible bays, with survey results identifying in excess of 76 vacant bays at all times, including during peak morning periods. Modelling demonstrates that the combined demand of the existing centre and the proposed development is anticipated to be approximately 128 bays at peak times, well below the available supply. On this basis, the proposal is not expected to result in any parking shortfall or adverse parking impacts and is considered sufficient to accommodate demand and ensure a significant parking problem does not occur.

Despite not having the ability to provide any on-site parking, the proposal offers a possible net increase in parking supply through the formalisation and marking of approximately 15 parallel bays within Blackgum Lane, which is an additional measure offered by the proponent.

b) To ensure safe, convenient, and efficient access for pedestrians, cyclists, and motorists;

The proposed development does not change the existing vehicular and pedestrian access arrangements within the Morris Place Neighbourhood Centre. As discussed in the TIS, the proposal is not anticipated to result in any safety impacts to vehicles and pedestrians at the centre.

c) To prioritise access by public transport, walking and cycling;

The proposal supports walkability through active ground floor interfaces and enhanced landscaping within the public realm, and benefits from existing public transport services in proximity to the site.

d) To facilitate the provision of adequate bicycle parking and end of trip facilities;

The proposal includes end of trip facilities and a dedicated bicycle store room within the ground floor level of the building, which assists to encourage cycling as a viable option for employees.

e) To provide a balanced parking supply that does not exceed the capacity of the road network, with sufficient publicly accessible parking;

The proposal has been subject to a detailed traffic review, and the TIS confirms the level of traffic generated by the proposed development can be readily accommodated on Morris Place, Morris Road and the surrounding road network, and no adverse impacts on external traffic are anticipated.

f) To ensure that an oversupply of parking does not occur that discourages alternative forms of transport; and

As the proposal does not introduce any new on-site car parking, and it only introduces a modest increase in supply within the existing laneway, it avoids an oversupply of parking and supports the continued use of alternative transport modes.

g) To ensure the amount of parking is not detrimental to the urban design and character of the locality.

The development proposes no parking on-site and does not alter the existing parking arrangement of the Morris Place Neighbourhood Centre, being a shared centralised shared car park. The formalisation and marking of parallel parking bays within Blackgum Lane simply does not introduce any new built form, site layout or design changes that would impact or detract from the urban design or character of the locality.

As demonstrated above, the proposal is considered to meet the intent of the LPP6.7 objectives as it reflects the operational realities of the centre and does not adversely impact its current parking supply as confirmed by the Parking Survey, supports alternative modes of transport, and increased parking availability within the Morris Place Neighbourhood Centre.

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5.5 State Planning Policies

5.5.1 State Planning Policy 7.0 – Design of the Built Environment

State Planning Policy 7.0 – Design of the Built Environment (**SPP7.0**) provides the overarching framework for a range of supporting SPP's to provide design quality guidance for specific types of planning and development proposals.

In accordance with the requirements SPP7.0, the Design Statement in **Appendix C** (prepared by Hubble Design) demonstrates how the proposed development has sensitively addressed the 10 Principles of Good Design.

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6.0 Justification

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6.1 Car Parking

The proposal does not provide on-site car parking, which constitutes a variation to the standard parking requirements of the City's LPP6.7. Notwithstanding, the variation must be considered in light of the unique and historical parking circumstances of the Morris Place Neighbourhood Centre.

The centre operates under a long-standing shared parking model, whereby a centrally located car park provides the primary parking resource for all lots and tenancies. This arrangement is embedded in the physical layout of the centre, with buildings constructed to lot boundaries and presenting a continuous built edge, thereby precluding the provision of on-site parking within individual lots, other than occasional rear staff parking.

The subject site is consistent with this pattern and has no capacity to accommodate parking. Even if parking were to be provided on-site, there would only be opportunity for around two bays given the small site area of the two subject lots, which is certainly not the quantity required under LPP6.7.

In this context, strict application of standard parking requirements would be unreasonable and would not reflect the operational realities of the proposed development and existing centre. The proposal does not introduce a new or intensified parking component, but rather continues to use the existing approach that applies uniformly across the Morris Place Neighbourhood Centre.

The proposed variation to on-site parking requirements is considered justified for the following reasons:

- **Parking Survey results:**

  The Parking Survey reviews the number and occupancy of publicly accessible car parking bays at the Morris Place Neighbourhood Centre, with the total being 163 bays available for use. The findings confirm that parking demand within the centre is low, with in excess of 76 vacant bays observed at all times, including during the mid-morning peak times.

  The survey results also demonstrates that parking within the surrounding laneways is underutilised. Rivergum Lane recorded a maximum occupancy of only 6 spaces during business hours (out of 28 available bays), while Blackgum Lane recorded an average occupancy of approximately 9 bays (out of 12 available bays). This strongly indicates that these areas have capacity to accommodate additional parking demand, including staff parking associated with the proposed development, without impacting existing users.

  Parking availability was assessed by WSP Consulting in the context of anticipated hourly demand across the centre. Industry standard parking profiles were applied to existing uses and calibrated against observed survey data to establish a robust baseline demand profile. Based on this, parking demand modelling undertaken by WSP Consulting confirms that the combined demand of the existing Morris Place Neighbourhood Centre and the proposed development is anticipated to be approximately 128 bays at peak times. This remains well below the available supply of 163 bays, confirming that the existing shared parking provision is sufficient to accommodate the additional demand generated by the proposed medical centre. This has been summarised in the following **Table 6.**

Table 6 – Anticipated Bay availability from WSP Parking Survey.

	Maximum Occupancy	Vacant Bays
Pre-development	87 bays	76 bays
Post-development	128 bays	35 bays

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- **DPLH Parking Guidance:**

  The DPLH has published a Guidance document titled *'WA Planning Manual: Car parking requirements for non-residential land uses in Perth in Peel'*. This recommends the following minimum and maximum rates for 'Medical Centre as shown in the following **Table 7**.

  Table 7 – DPLH Interim Guidance 'Medical Centre' Parking Rates.

Land Use	Minimum Parking Rate	Maximum Parking Rate
Medical Centre	*2 spaces per practitioner*	*4 spaces per practitioner*

  As demonstrated above, the proposal would have a minimum requirement of 28 bays, which is notably less than the City's minimum parking standards under LPP6.7 (34 bays). This disparity demonstrates that the City's rate is conservative in this instance and may not accurately reflect the operational characteristics and parking demand of a contemporary, appointment-based medical centre.

- **Reciprocity between uses in the neighbourhood centre:**

  There is anticipated to be a level of reciprocity across the uses in the centre and is therefore reasonable to expect users may visit more than one business and tenancy (i.e. medical appointment then supermarket or café visit), therefore reducing the demand for additional on-site parking. Further, the co-location of medical services and a pharmacy within a single site further supports operational efficiency and may reduce the need for multiple trips to different locations.

- **Medical centre's appointment-based operation model:**

  The proposed medical centre operates on an appointment-based model, which distributes parking demand more evenly throughout the day rather than generating sharp peak periods. This contrasts with traditional retail, food and beverage and other commercial uses, and supports more efficient utilisation of the existing shared parking supply within the centre. The supermarket is the primary driver of parking demand, with the proposed medical centre operating during complementary peak periods, minimising demand overlap and supporting the efficient use of the shared parking supply.

- **Alternative modes of transport:**

  The subject site is also located within a neighbourhood centre that services a local residential catchment, with established pedestrian and bicycle pathways connections and accessibility. Additionally, there may be several staff members walking or bicycle/e-scooter riding to the development, and therefore, end of trip facilities and secure bicycle storage are included in the development for staff members.

- **Proposal's offer to increase parking provision:**

  Importantly, the proposal offers a net positive response to parking provision within the centre. The formalisation of approximately 15 parallel parking bays within Blackgum Lane represents an increase in parking supply, utilising existing laneway in a manner consistent with the established parking arrangement in Rivergum Lane.

- **The proposal meets the objectives of the City's LPP6.7:**

  Having regard to section 5.4.3 above, the proposal is considered to satisfy the objectives of the City's LPP6.7. While a technical shortfall is identified against the on-paper parking requirement, the objectives assessment demonstrates that the proposal balances parking demand whilst promoting alternative modes of transport, and the variation is therefore considered appropriate and supportable.

In summary, the proposed medical centre development clearly demonstrates that the absence of on-site parking will not result in any adverse impacts, and that more than sufficient parking capacity exists within the Morris Place Neighbourhood Centre. The variation is appropriate having regard to the site's unique context and represents a suitable outcome that warrants support.

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6.2 Building Height

The proposed development comprises a four-storey building, representing a variation to the preferred maximum height of three storeys under the City's LPP4.3.

Section 5 in LPP4.3 states that variations to the policy will be assessed against the Objectives of LPP4.3, where the corresponding is provided below:

> ***Objective 3: Building Height*** *– To ensure the height of buildings does not adversely impact the streetscape and amenity of adjoining residents by minimising bulk and maintaining daylight and solar access.*

The subject site does not directly adjoin any residential development, and the neighbourhood centre itself provides a transitional interface between commercial and residential uses. As such, the additional height is largely contained within the centre and does not present as a dominant or intrusive element when viewed from the further surrounding residential streets.\

The proposed development is focused around the centralised car park and public realm with a mature tree canopy. These trees were planted during the initial development construction in the 1960's and have matured to an extensive height with a healthy and widespread canopy coverage. The building is viewed from the public realm and car park in the centralised area, where the existing trees provide vertical scale and visual filtering. This existing landscape setting substantially assists in absorbing and softening the perception of the building height.

Importantly, the third floor level (fourth-storey) is designed to be visually recessive, utilising darker colour material finishes and a lighter architectural treatment so that it recedes when viewed from street level and the central car park. The inclusion of recessed balcony area and on-structure planting further softens the upper levels and introduces depth to the building form, reducing the perceived height of the development and breaking down the perceived scale of the building.



Figure 12 – Perspective of proposed development, looking north from Morris Place.

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At ground level, the development adopts a façade with shopfront style historical references, including extensive glazing, textured finishes with timber-look aluminium and brick cladding, and a continuous canopy element. This creates a human-scaled interface that reflects the pattern of existing commercial and shop tenancies within the Morris Place Neighbourhood Centre. The articulation and external design of the ground floor ensures that the building engages with the public realm and provides a strong pedestrian experience, while visually anchoring the development and allowing the upper levels to read as secondary elements. Refer to **Figure 12** above for a labelled perspective of the proposed building.

Overshadowing impacts have been assessed through the overshadowing diagrams provided within the Development Plans at **Appendix B**. The diagrams confirm that shadow cast by the proposed development does not extend onto any adjoining residential properties, with overshadowing generally contained to Morris Place and the car park. The proposal does not result in any adverse overshadowing impacts on sensitive land uses, and accordingly, the development is considered to maintain appropriate solar access and amenity for adjoining development, as well as the streetscape and public realm in Morris Place.

Having regard to the above, the proposed height variation is considered to achieve the intent of LPP4.3, as the design mitigates visual bulk and scale, integrates with the existing character of the centre, does not cause any adverse visual amenity impacts, and the subject site is not directly located next to any residential development. Further, the additional storey enables the efficient co-location of medical services within a single site, supporting a community serving healthcare development outcome. Accordingly, the building height variation is considered justified and supportable.

6.3 Landscaping

The proposal does not provide ground level landscaping within the subject site, which represents a variation to typical landscaping requirements. Notwithstanding, this outcome is considered appropriate when assessed in the context of the established character and unique spatial arrangement of the Morris Place Neighbourhood Centre. Due to the constrained nature of the subject site and the established built form of the centre, there is no capacity to accommodate meaningful ground level landscaping or deep soil areas within the lot without compromising the functionality and design of the building. This is consistent with the historical development pattern of the centre, where no individual lots incorporate landscaping.

The centre is characterised by consolidated built form with nil setbacks and a reliance on the shared central public realm and car park for landscape provision. The centralised area contains large mature trees with extensive canopy coverage, which are the defining landscape element of the centre and provide the primary contribution to the centre's visual amenity, shade and environmental quality. Refer to **Figures 13-14** below for illustration of the existing mature trees and landscape character of the Morris Place Neighbourhood Centre.



Figure 13 - Photograph of the mature tree canopy and existing landscape character of the Morris Place Neighbourhood Centre, looking north-east.

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Figure 14 – Photograph of the mature tree canopy and existing landscape character of the Morris Place Neighbourhood Centre, looking north-west.

In light of this, the absence of on-site landscaping and deep soil areas within the subject site is consistent with the prevailing pattern of development and does not represent a departure from the established character of the Morris Place Neighbourhood Centre.

Notwithstanding, the proposal incorporates alternative landscape responses that contribute to both the development and the broader centre. On-structure planting at upper levels softens the building's appearance and contributes to visual amenity when viewed from the below public realm.

In addition, the proponent has responded directly to Design Review Panel feedback by committing in principle to the provision of ground level landscaping within the adjacent public realm. This includes the introduction of approximately 15m^2 of planting in areas not required for pedestrian movement, as labelled and demonstrated in **Figure 12** above. This approach provides a meaningful enhancement to the pedestrian environment and substantially improves the existing landscaping in the centre. This represents a more appropriate and functional landscaping outcome than attempting to retrofit landscaping and deep soil within the constrained subject site. The detailed landscape design will be resolved in consultation with the City, ensuring an appropriate and coordinated outcome.

Additionally, the proposal has been demonstrated to meet the objectives of the City's LPP6.6, as detailed in **section 5.3.3** above.

On the basis of the above, the proposed variation to landscaping requirements is considered justified, as the proposal responds to the unique characteristics of the site and centre, while delivering an overall improvement to the public realm and maintaining consistency with the established development pattern.

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7.0 Conclusion

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In summary, the proposal is considered appropriate on the subject site for the following reasons:

- The proposed development appropriately addresses the relevant development standards and requirements of the applicable planning framework, including the City's *Local Planning Scheme No. 3* and Local Planning Policy Framework, and relevant State Planning Policies. The variations proposed to landscaping, car parking and building height respond to the subject site's unique local context and constraints and historical built form and spatial arrangements within the Morris Place Neighbourhood Centre.
- The proposal delivers a consolidated medical centre providing a range of co-located health and medical services within a single, accessible location, improving local healthcare access for the Innaloo community and surrounding catchment, and reinforcing the role of the Morris Place Neighbourhood Centre as a local service hub.
- The development will support the ongoing activation and economic viability of the Morris Place Neighbourhood Centre by introducing a contemporary, community-serving use, attracting additional visitors and foot traffic, which will generate flow-on benefits for existing businesses within the centre.
- The proposed development has been carefully designed with a built form, external treatments and material palette that allow the development to contribute to an attractive street environment, and respectfully reference the local and historical context of the Morris Place Neighbourhood Centre and the surrounding area.
- Extensive technical assessments and reporting has been undertaken to support the proposal's suitability from a traffic, waste, and sustainability perspective, and confirm that the proposal will not detract from the amenity and safety of the immediate area.

In light of the above, the proposal clearly demonstrates the suitability of the proposed use and development on the subject site.

Based on the supportive information provided within this application and the accompanying reports, it is considered the proposed development warrants approval.



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Appendix B

Development Plans

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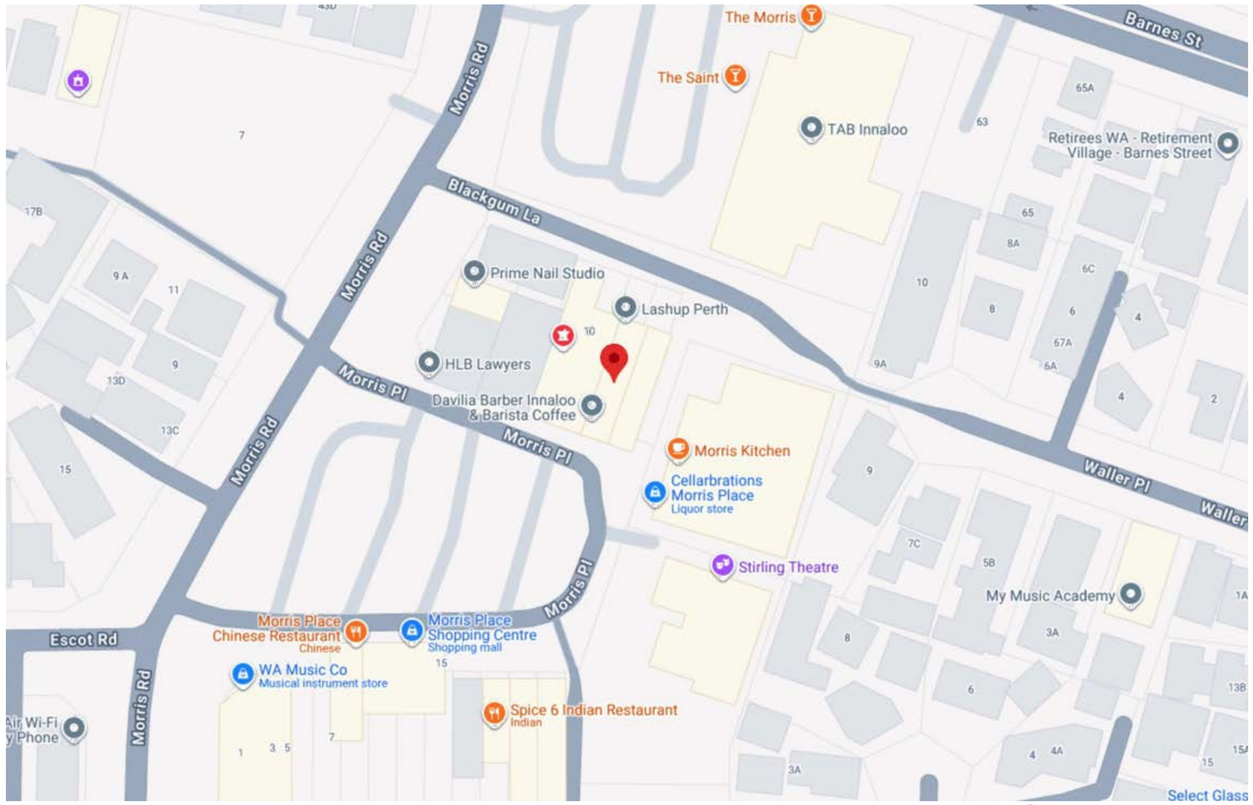

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NOTES:
1. LEVELS TO AHD ASSUMED FROM 4 SEPARATE WATERCORP SEWER MANHOLES. NOTE: In some cases sewer manhold lid values as supplied by the WaterCorpoartion are not correct
2. IF PROPOSED SEWER GRADES ARE MINIMAL THE CLIENT MUST USE A PLUMBER TO CHECK THE CONNECTION R.L. TO ENSURE THERE IS ADEQUATE FALL.
3. SEWER LINES ARE PLOTTED FROM WATERCORP PLANS ONLY. IF BUILDING CLOSE TO SEWER LINE THE ACTUAL POSITION SHOULD BE IDENTIFIED BY ENGAGING A PLUMBER TO EXPOSE THE SEWER LINE IN THAT AREA.
4. DIMENSIONS OF BUILDINGS TAKEN FROM THIS PLAN SHOULD BE VERIFIED ON SITE FIRST.
5. BOUNDARY INFORMATION FROM PLAN OF SURVEY (LANDGATE). BOUNDARIES OF LOTS 13 &14 HAVE BEEN RESURVEYED BY OUR CONTRACT LICENSED SURVEYOR SO THE BOUNDARIES IN THIS AREA SHOWS THEM ACCURATELY.
6. GENERAL EASEMENTS HAVE NOT BEEN CHECKED OR SHOWN. CLIENT TO CHECK TITLE FOR EASEMENTS
7. GARDEN: KEY FEATURES SHOWN ONLY. PAVING EXTENT IS ONLY APPROXIMATE. CHECK AS NECESSARY
8. ROOF : KEY FEATURES OF LOTS 13 & 14 ARE SHOWN ONLY WHERE THEY COULD BE ACCESSED FROM CONTROL POINTS.
9. FLOOR LEVEL ASSUMED FROM DOOR STEP LEVEL WHERE ACCESS IS NOT POSSIBLE.
10. ALL BOUNDARY MARK DETAILS PROVIDED BY OUR CONTRACT LICENSED SURVEYOR

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MORRIS STREET
MORRIS PLACE
MORRIS
STREET

MHS	SEWER MANHOLE
MHD	DRAINAGE MANHOLE
LID	LID (small galvin service box)
ECB	ELECTRICAL CABLE BOX
EMB	ELECTRICAL METER BOX
CBX	COMMS JUNCTION BOX
TJB	TELSTRA JUNCTION BOX
DG	DRAINAGE GRATE
SEP	SIDE ENTRY PIT
CUL	DRAINAGE CULVERT
WM	WATER METER
	WATER CORP VALVE
HYD	FIRE HYDRANT
LP	LIGHT POLE
PP	POWER POLE
SP	STAY POLE
SW	STAY WIRE
	GATE SGN SIGN
	OVERHEAD POWER
	OTHER FENCE (as nominated)
	CONTROL PEG/MARK
RW	RETAINING WALL
LRW	LIMESTONE RET. WALL
GB	GARDEN BED
SHR	SHRUB
T.O.W	TOP OF WALL
B.O.W	BOTTOM OF WALL
T.O.G.	TOP OF GUTTER
3H 2W	TREE 3High 2wide

CONCRETE
BRICK PAVING
BITUMEN
BLOCK PAVING
BUILDING FOOTPRINT

SCALE
0 5 10 15 20

Monaghan MAPPING & SURVEYING
UNIT 11 / 4 FLINDELL ST,
OCONNOR, W.A. 6163.
Mob 0418 928065
Email : jmon @ aapt.net.au
Web: www.fremantlesurveying.com.au

	BY	DATE
DRAWN	JTM	23.10.25
APP'D		23.10.25
CHK'D	JTM	23.10.25
ISSUED	JTM	23.10.25

CONTOUR AND FEATURE PLAN
14-16 MORRIS PLACE
INNALOO

LOTS 9 &10 ON PLAN 6904

CLIENT:	J. LAGANA
SCALE:	1:300A1
DATE	10-20,10,25
DATUM	AHD
DRAWN	JTM

DRAWING
REVISION

THIS DRAWING MAY NOT BE USED FOR ANY PURPOSE AND REMAINS THE PROPERTY OF MONAGAHAN SURVEYING UNTIL ALL INVOICES AND FEES PAYABLE TO MONAGHAN SURVEYING ARE FULLY PAID. THE DRAWING MAY NOT BE REPRODUCED IN ANY WAY WITHOUT THE EXPRESS APPORVAL OF MONAGHAN SURVEYING.

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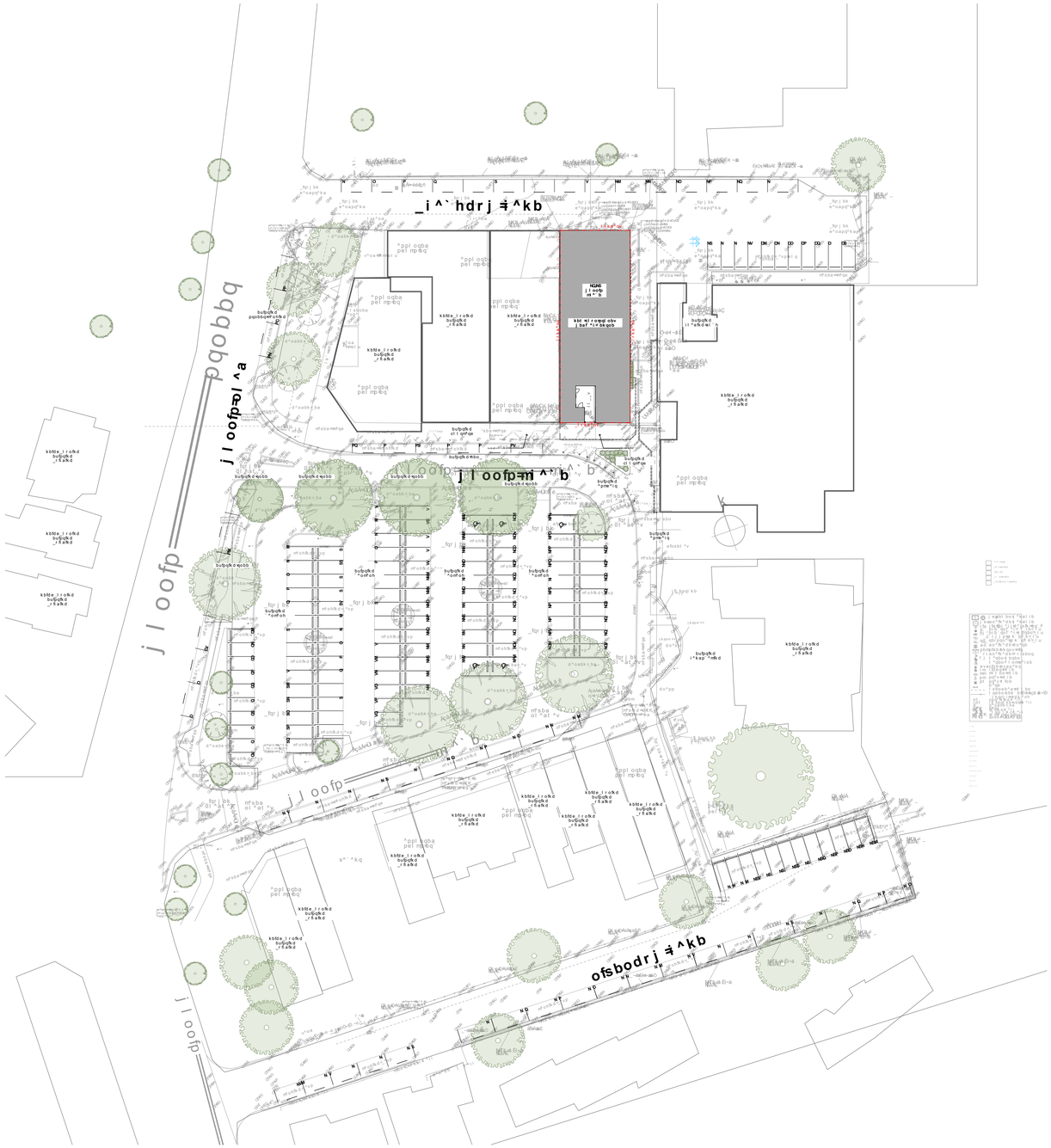

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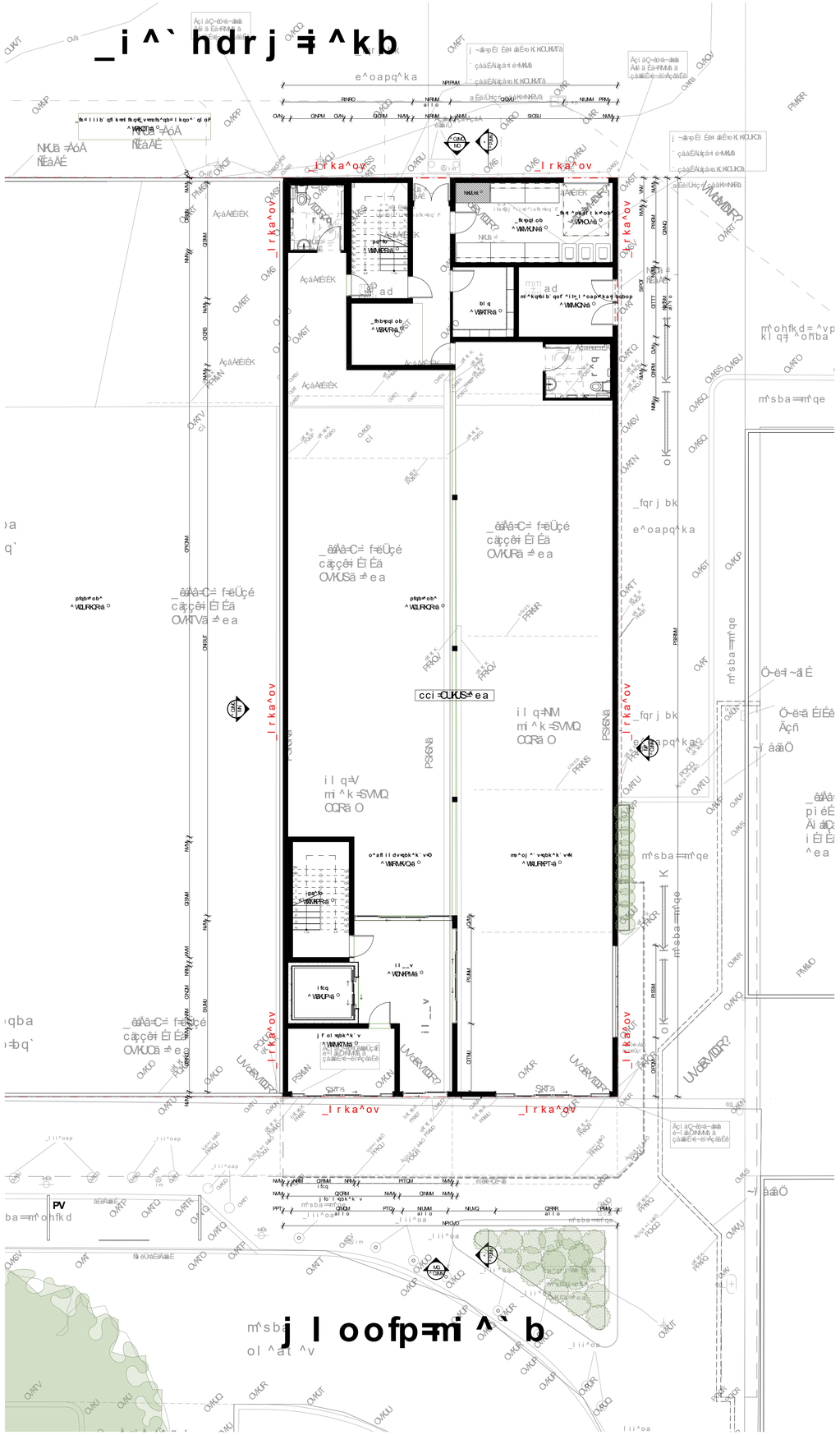
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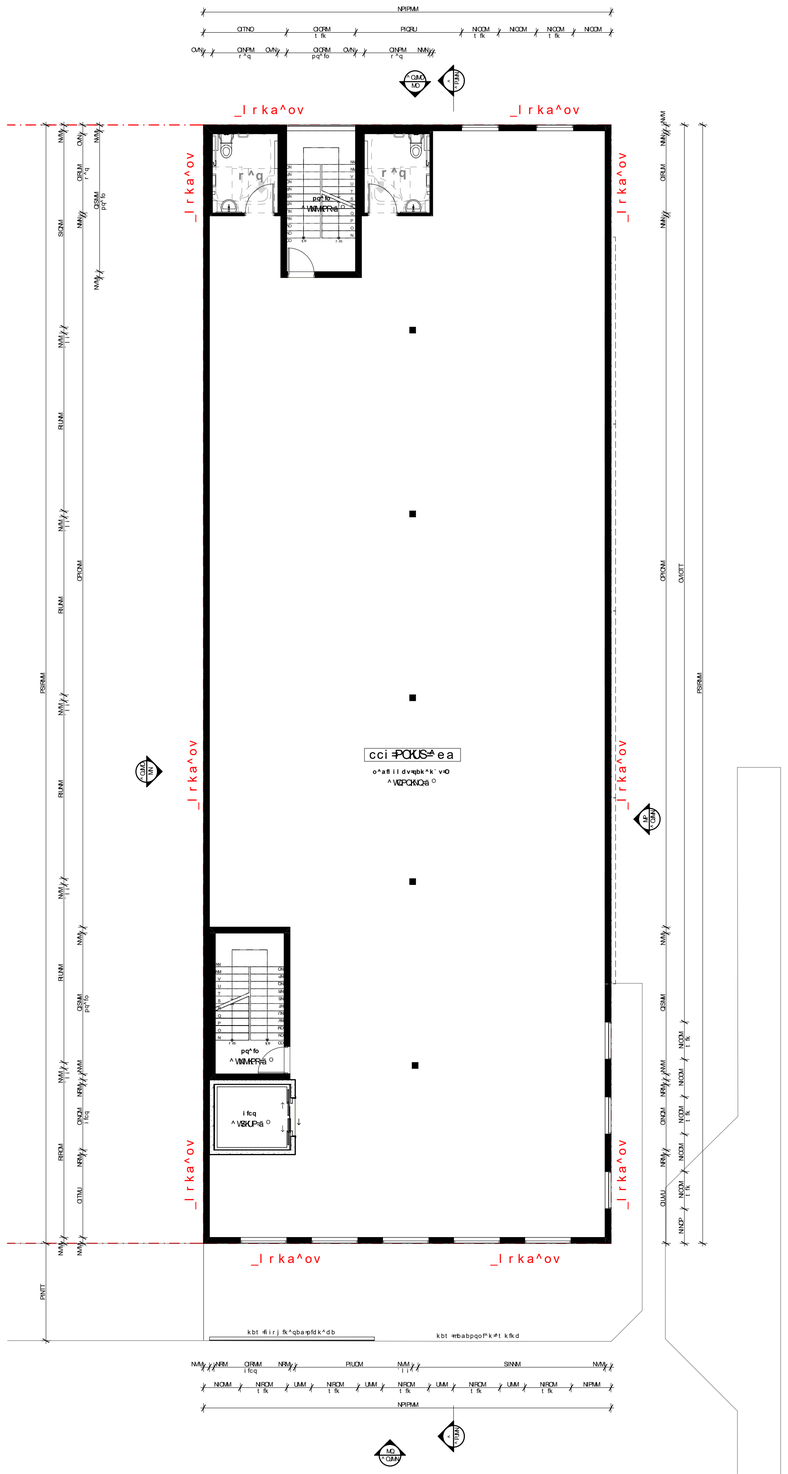

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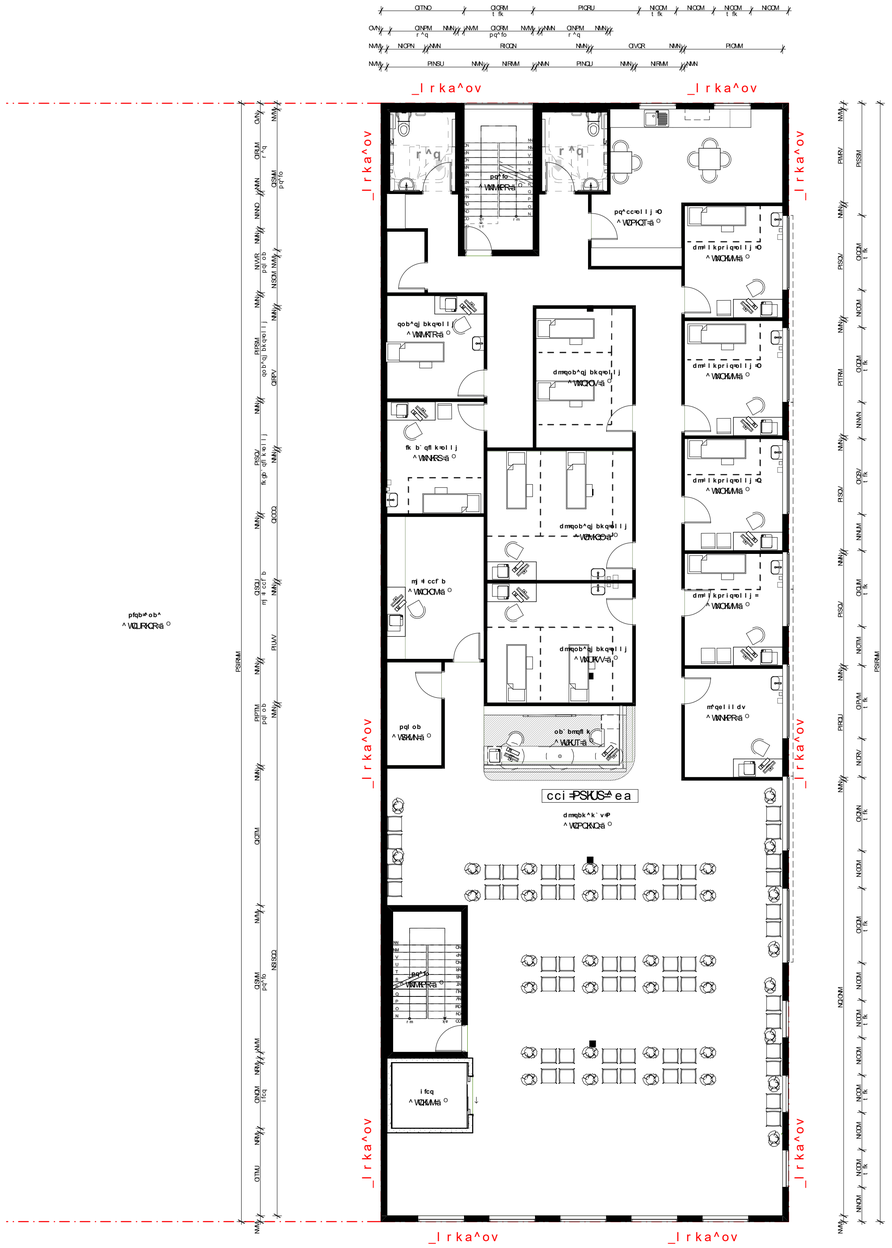

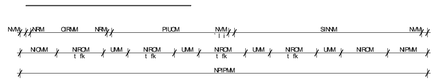

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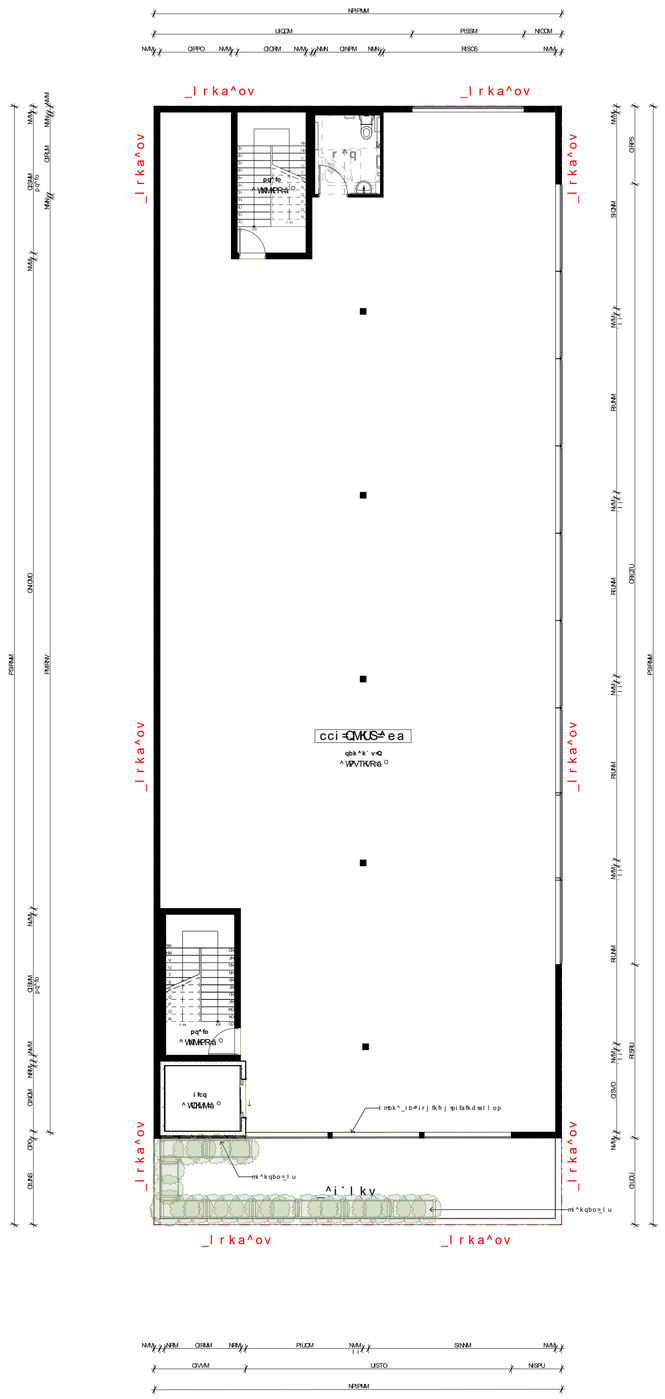

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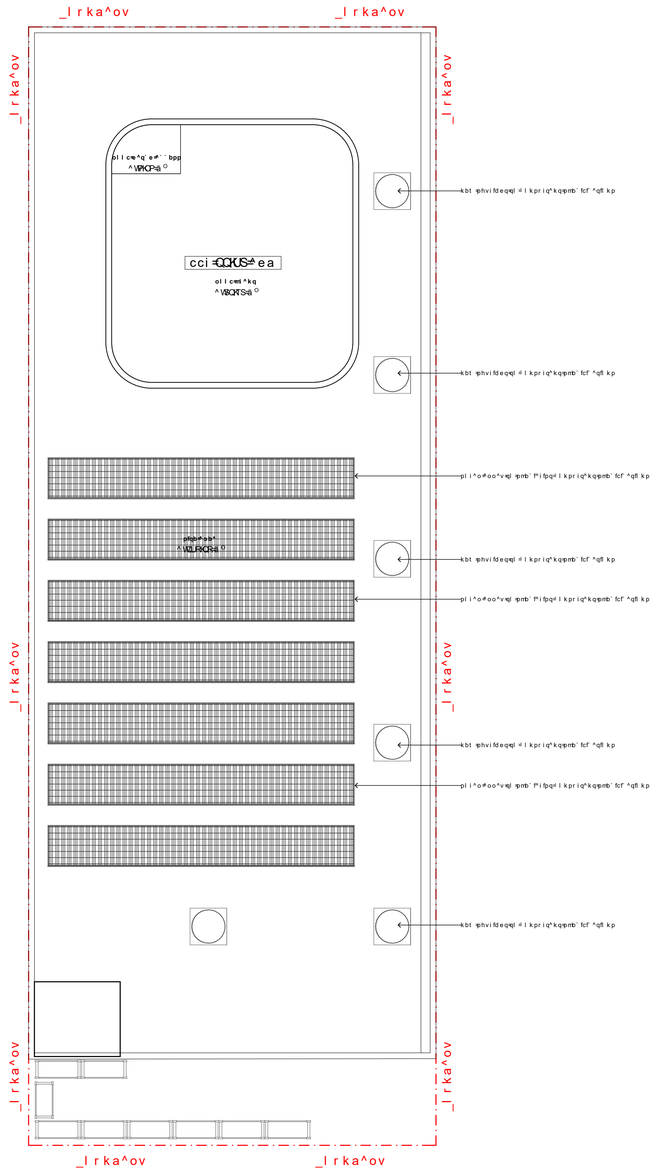

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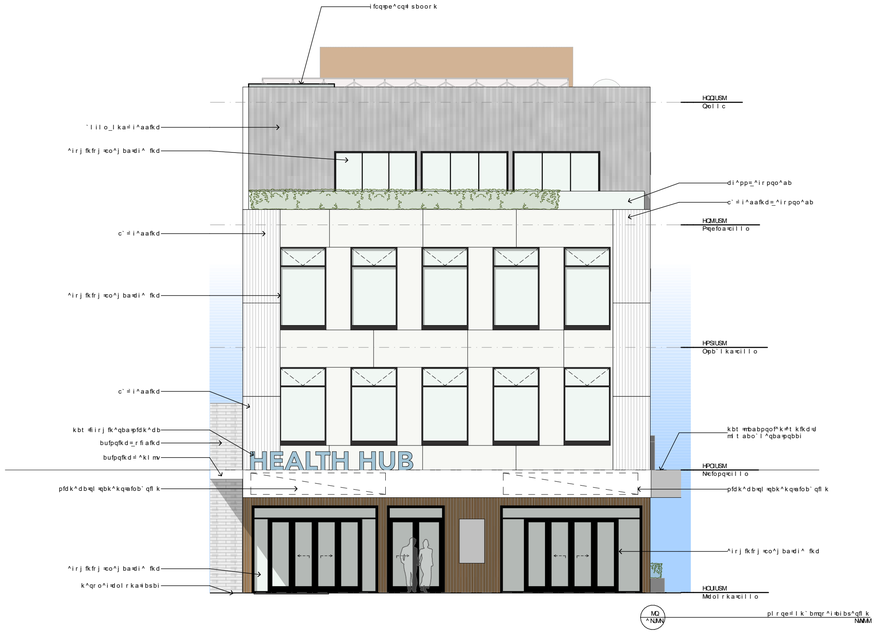



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a	fppr b<cl o#mmol s^i	RNNLOMOR	MP
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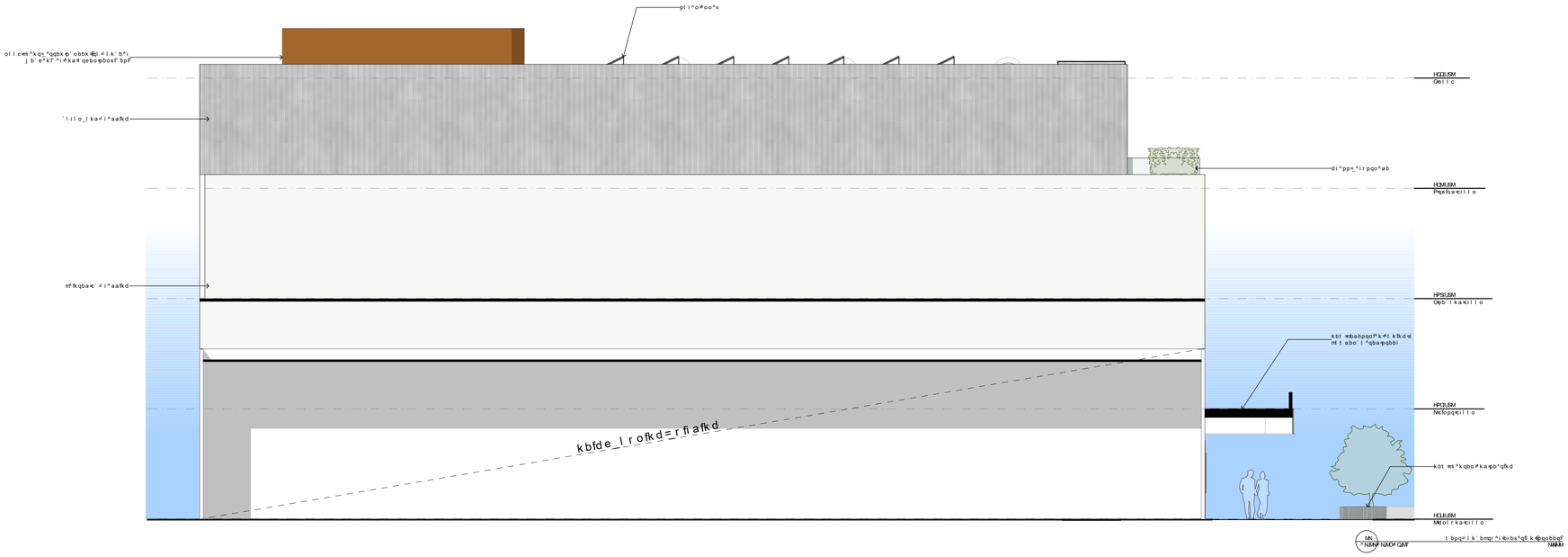

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1. Context and character

Good design responds to and enhances the distinctive characteristics of a local area, contributing to a sense of place.

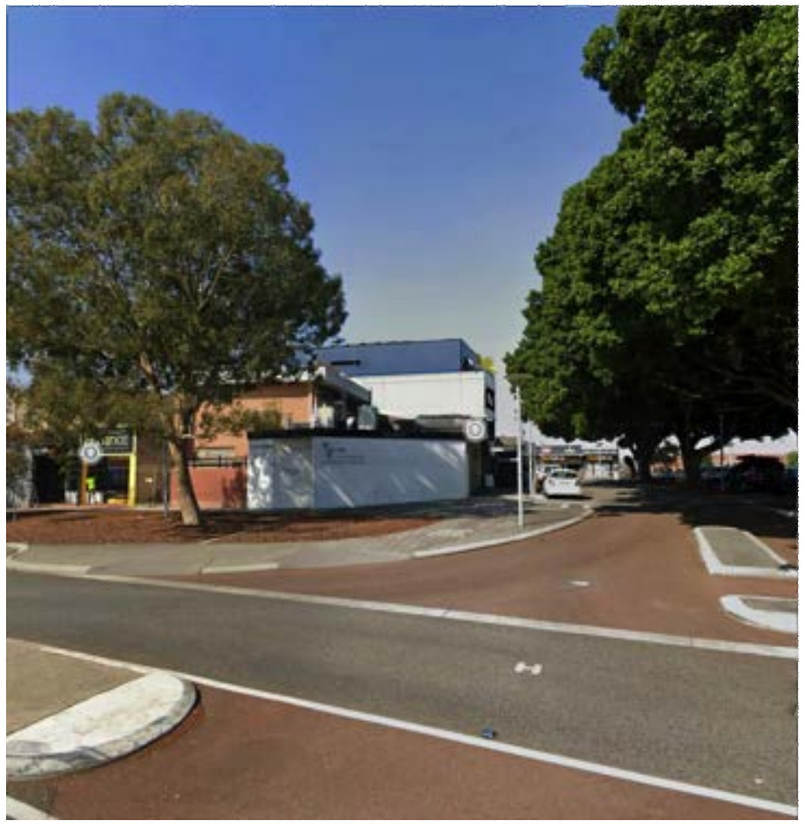
The proposal seeks to improve the existing character of the area by incorporating a number of key design elements, including:
Strengthening the corner presence by introducing a greater sense of scale and architectural definition between the IGA and neighbouring commercial buildings. This creates a clear corner anchor while supporting the potential for neighbouring properties to adopt increased scale or improved articulation in the future.

Extending the canopy to the south, which enhances pedestrian comfort and provides weather protection along the commercial frontage, improving the continuity of the pedestrian environment towards the IGA and reinforcing the walkable retail character of the precinct.

Activating the street frontage through the introduction of a small micro-tenancy capable of accommodating uses such as a café or takeaway outlet. This provides opportunities for increased activity and passive surveillance along the street, contributing to a more engaging and vibrant public realm.

Enhancing the pedestrian experience through landscaping, with new planting opportunities introduced along the frontage of the tenancies and adjacent to the service laneway. These landscape elements soften the built form, improve visual amenity, and contribute to a more comfortable and inviting streetscape environment.

Collectively, these measures aim to strengthen the function and identity of the commercial precinct while ensuring the development remains respectful of the surrounding context and supportive of future incremental improvements within the area.



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The surrounding area is currently characterised by a collection of predominantly single-storey commercial buildings typical of suburban retail development. While functional, the built form provides limited hierarchy or definition at key corner locations within the precinct.

A key design objective of the proposal is therefore to strengthen the sense of scale and presence at the corner site. Positioned between the existing IGA and adjacent commercial buildings, the new structure introduces a built form that responds to the existing context whilst establishing a stronger architectural marker at this intersection.

Through its increased scale and considered massing, the building anchors the corner and provides a visual reference point within the precinct.
The proposed development within this existing commercial context and has been designed to increase the established density of the area and elevate the quality of the built environment at the pedestrian level.

Rather than introducing a radically different form, the proposal builds upon the existing commercial language of simple volumes, using refined proportions, articulation and pedestrian-focused elements to enhance the streetscape.
Importantly, the development has the potential to establish a benchmark for future redevelopment within the surrounding commercial area. By demonstrating how additional scale and architectural articulation can be introduced in a manner that remains compatible with the existing character, the proposal may encourage neighbouring sites to progressively evolve over time.

This could contribute to a more cohesive, legible and considered commercial precinct as incremental redevelopment occurs.







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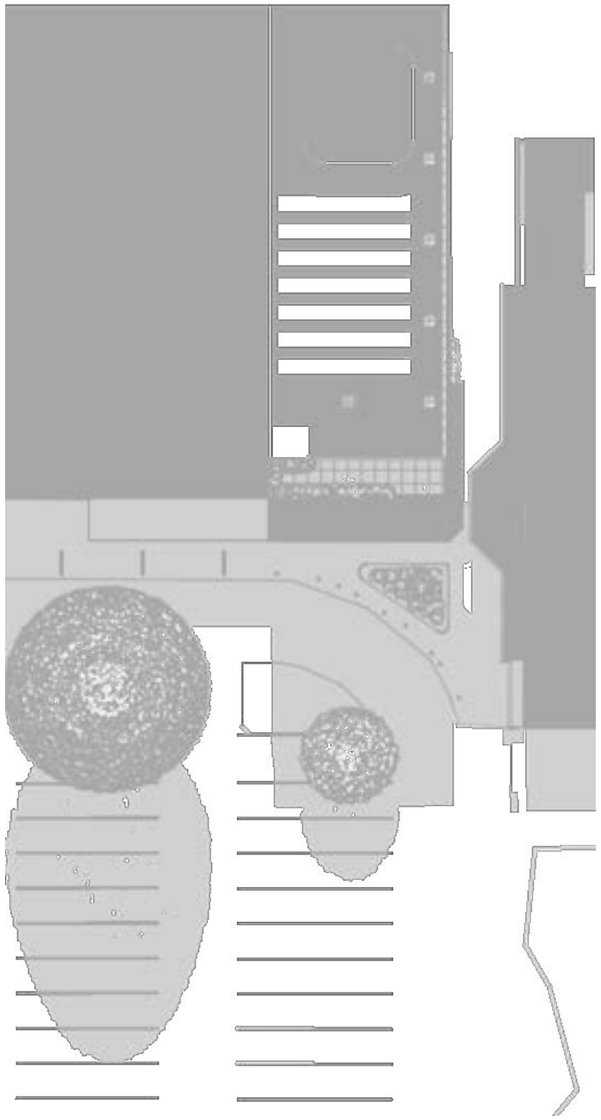

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The proposal is situated within a setting already defined by an impressive collection of large, mature trees. These existing trees make a substantial contribution to the character of the area, offering generous shade, softening the built form, and providing a natural screen that enhances the visual amenity of the streetscape. Their presence creates a comfortable and established landscape framework within which the proposed building can naturally nestle. The canopy of mature trees contributes to the environmental quality of the precinct, reinforcing a pleasant microclimate for pedestrians and helping to visually integrate the built form with its surroundings.

Building upon this established landscape character, the proposal introduces additional planting that further integrate the development with the surrounding environment. At ground level, new landscaped area is proposed adjacent to the front façade of the building, including a smaller planting zone near the interface with the IGA and the adjoining service laneway. These landscaped elements soften the building edge, improve visual amenity from the street and carpark, and reinforce the existing green character of the precinct.
The ground floor landscaping also contributes to the pedestrian experience by creating a more attractive and comfortable transition between the parking area, neighbouring tenancies, and the building entrance. This approach strengthens the connection between the commercial uses and the surrounding public realm while complementing the mature tree canopy already present within the site.

A key upper-level feature is the landscaped balcony on the top floor, designed to allow the upper level to be recessed and visually softened. This setback reduces the perceived scale of the building while creating a pleasant and accessible outdoor space where occupants can enjoy views of the surrounding mature tree canopy.

Together with the existing mature trees in the carpark and the proposed additional planting along the frontage, this canopy strengthens the shaded, human-scaled pedestrian pathways across the site and contributes to a comfortable and visually cohesive environment.

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The proposal is seeks to make a limited extension to existing scales in the surrounding area through the following:
- Extending existing 3-storey, and 2-storey with ground carpark, scales in the area by having a clear 3-storey presence, with setback 4th storey.
- Through the setback of the top floor to perceive the building as 3-storey
- By the use of cladding to the top floor to break up facades and scale further
- By articulating the facade to ensure human-scaled perception of the building in a commercial context





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The proposal seeks to introduce a modest and carefully considered extension to the existing scale of the surrounding built environment.

The immediate area is currently characterised by some buildings ranging from two to three storeys, some incorporating ground-level carparking beneath upper floors. In response, the development aims to align with these established height patterns while providing a subtle and contextually appropriate increase in scale.

A key component of this strategy is the introduction of a clear three-storey built form, complemented by a recessed fourth storey. By setting back the upper level, the building's overall mass is visually reduced when viewed from the public realm, enabling it to be perceived primarily as a three-storey structure. This approach ensures that the development respects nearby buildings while contributing a slightly enhanced presence that remains well within the anticipated future evolution of the area.

To further moderate scale and prevent the creation of large, monolithic facades, the proposal incorporates a refined cladding strategy. The use of varied materials and finishes allows the building's elevations to be visually broken down into smaller components, reducing bulk and promoting a sense of rhythm. This principle is reinforced through façade articulation that introduces depth, shadowing, and human-scaled elements; an essential consideration within a commercial context where pedestrian comfort and visual interest are important.

Collectively, these architectural responses ensure the proposal relates sensitively to its context, offering a measured uplift in scale that is both appropriate and beneficial to the ongoing development of the precinct

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The proposal incorporates a range of high-quality functional features that collectively enhance the usability, comfort, and long-term performance of the building.

Central to the design is the provision of abundant natural light along the external perimeter, ensuring that consulting rooms and other key spaces benefit from daylight access. This not only improves occupant wellbeing but also contributes to a more pleasant and calming environment for patients and staff.

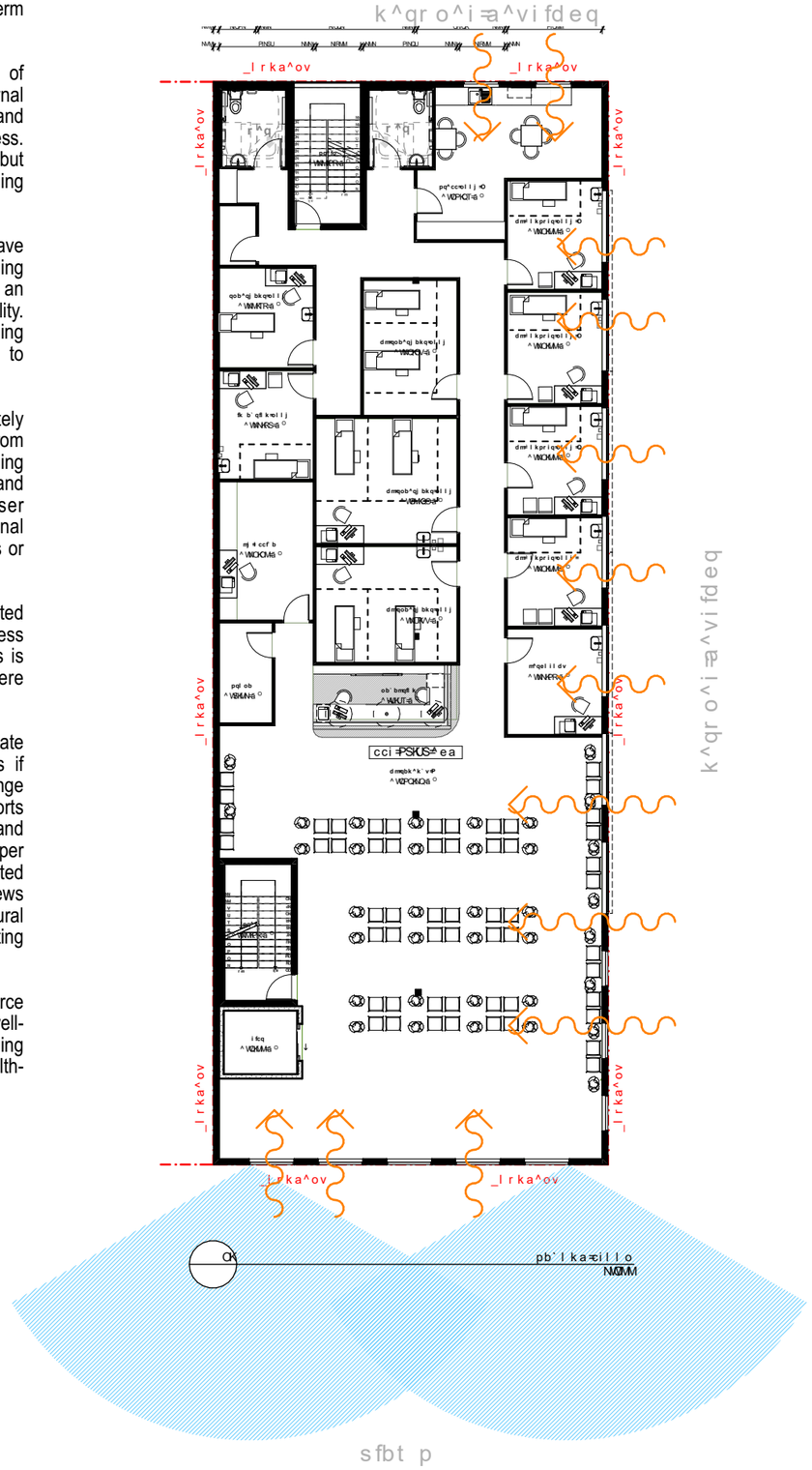
Generous floor-to-floor ceiling heights have been adopted to accommodate modern building services efficiently while also creating an internal sense of openness and spatial quality. These proportions support flexibility in planning and ensure that the building can adapt to changing health-related needs over time.

Utility and service areas are deliberately positioned at the rear of the building, away from the primary public interfaces and the adjoining carpark. This approach maintains a clean and organised frontage, enhances the user experience, and ensures that operational functions do not interfere with visitor access or amenity.

Vertical circulation is supported by a dedicated lift, providing inclusive and convenient access to all floors for both patients and staff. This is essential in a health-care setting, where accessibility must be universally considered.

At ground level, the design allows the floor plate to be divided into two separate tenancies if required. This flexibility accommodates a range of commercial or medical uses and supports future leasing opportunities. For GP clinics and allied health services located on the upper levels, waiting areas are strategically oriented towards the south, taking advantage of views across the carpark and benefiting from natural light. This creates pleasant, naturally lit waiting environments that enhance patient comfort.

Together, these functional elements reinforce the proposal's commitment to delivering a well-considered, efficient, and high-quality building that supports both current and future health-care operations.



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The proposal incorporates the following sustainability features:
- High capacity roof top solar array
- Double Glazing to all windows, with thermally broken frames
- Exterior insulation to all walls
- Light coloured roofing
- Natural daylight to perimeter - reducing artificial lighting costs
- Natural ventilation to all floors with openable exterior windows
- Northern Light where possible



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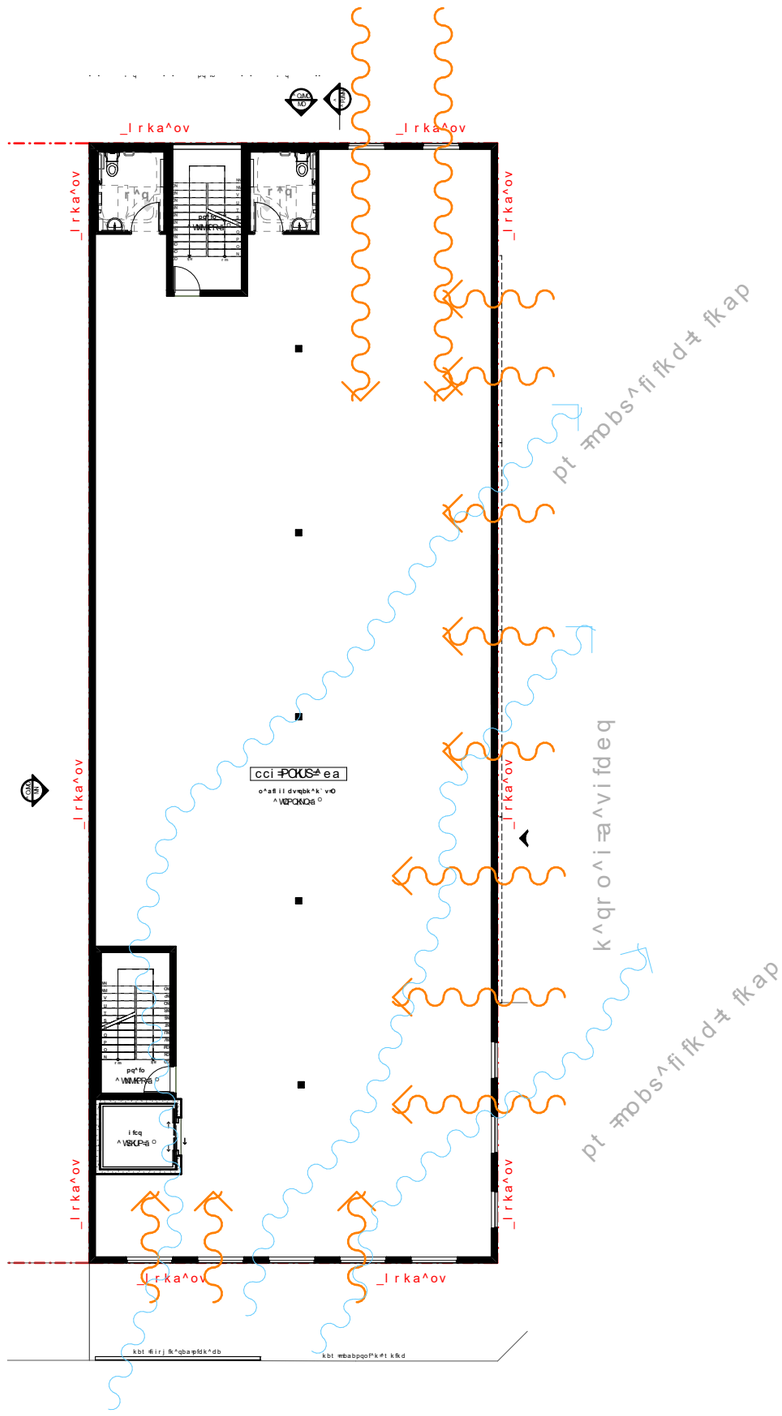

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The proposal integrates a thoughtful suite of sustainability features that collectively contribute to long-term environmental performance, energy efficiency, and occupant comfort.

These initiatives have been carefully selected to suit the building's use, climate, and orientation, ensuring that the development performs strongly both operationally and environmentally.

A major component of the sustainability strategy is the installation of a high-capacity rooftop solar array. This system is intended to offset a significant portion of the building's energy demand, reducing reliance on grid electricity and lowering operational carbon emissions. Over time, this contributes to cost efficiency as well as environmental responsibility.

All windows throughout the building are specified with double glazing and thermally broken frames. This combination significantly improves thermal performance by reducing heat transfer, enhancing acoustic comfort, and supporting stable indoor temperatures throughout the year. Complementing this is the use of exterior insulation to all walls, creating a continuous thermal envelope that further reduces heat loss in winter and heat gain in summer.

The proposal also includes a light-coloured roofing material, selected for its high solar reflectivity. By reflecting rather than absorbing heat, the roof helps mitigate heat island effects and supports the overall cooling efficiency of the building.

Natural ventilation plays a key role in reducing mechanical cooling loads. Each floor is designed with openable external windows, allowing fresh air to circulate and providing occupants with direct control over ventilation. This contributes both to wellbeing and to reduced energy consumption.

Wherever possible, northern light has been prioritised to maximise passive daylighting benefits. By harnessing controlled northern exposure, the design ensures a consistent and energy-efficient source of natural illumination.

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The primary purpose of the proposal is to deliver enhanced health services and improved amenity to the surrounding community. The building has been conceived as a community-oriented facility that supports a diverse range of healthcare and wellbeing needs, while also contributing positively to the quality and experience of the public realm.

A key feature of the development is its capacity to accommodate a variety of tenancy types.

These include General Practice consulting suites, Radiology services, and a range of Allied Health functions, such as physiotherapy, psychology, podiatry, or other complementary medical practices. By bringing multiple services together within a single, accessible location, the proposal strengthens healthcare provision in the area and offers residents a convenient and comprehensive local resource.

In addition to health services, the building enhances the pedestrian environment through the inclusion of a street-facing shade structure.

This canopy provides valuable weather protection from sun and rain, creating a more comfortable and walkable frontage that encourages movement between neighbouring commercial buildings and supports safe, shaded access for visitors.

The proposal also functions as a complementary addition to the existing commercial precinct. By attracting visitors and providing everyday services, it supports surrounding businesses and contributes to a more active and integrated local economy. The presence of health-related tenancies can help encourage longer visitation patterns, benefiting adjacent retailers and service providers.

Accessibility and inclusivity are fundamental to the design. The building incorporates fully compliant disabled toilet facilities and is equipped with lift access to all levels, ensuring that people of all ages and abilities can comfortably navigate the premises. These features reinforce the project's commitment to equitable community access and align with contemporary best practice in health facility design.

Overall, the proposal aims to serve as both a practical healthcare hub and an asset that meaningfully enhances local amenity











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The proposal incorporates the following features that assist in legibility:
- Clear colours denoting a 'Health' function
- Central lift lobby with access direct from the carpark
- Access to the central lift lobby is recessed, with a material change to ensure easy architectural legibility
- Signage to the front canopy
- Ground floor tenancies have large glazing presented to carpark to allow view of shopfronts



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The proposal integrates a series of design features that significantly enhance the building's legibility, ensuring visitors can easily understand and navigate the site. These elements are carefully considered to improve wayfinding, reinforce the building's function, and create a welcoming and intuitive environment for all users.

A key aspect of this approach is the use of clear and intentional colour selection. The building incorporates colours traditionally associated with health-oriented facilities, allowing the community to readily identify its purpose from a distance. This visual cue helps distinguish the development within the commercial precinct and provides an immediate sense of its function.

Central to the building's internal organisation is a clearly defined lift lobby. Positioned for direct access from the carpark, this centralised location streamlines movement and provides an obvious point of entry for patients, visitors, and staff.

The access point to this lift lobby is recessed from the main façade, creating a sheltered threshold that naturally draws people inward. To further strengthen architectural legibility, the recess incorporates a deliberate change in materiality, signalling its significance as the primary circulation hub.

External signage integrated into the front canopy offers additional clarity, guiding pedestrians towards the main entry and reinforcing visibility from the street and carpark. This signage strategy forms part of a broader wayfinding approach intended to simplify navigation and support an efficient flow of visitors.

At ground level, the tenancies are designed with extensive glazing facing the carpark. These large transparent shopfronts enhance visual connection, allowing visitors to easily identify businesses and services from outside. The glazing also contributes to a more open and welcoming frontage, improving passive surveillance and creating an active interface with the public realm.

Collectively, these design decisions ensure the proposal is highly legible, user-friendly, and aligned with best-practice principles in public-facing health environments

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The proposal incorporates a range of measures aimed at enhancing safety for building occupants as well as for the broader surrounding area. These features are carefully integrated into the architectural design to promote security, visibility, and comfort, contributing to a safer and more welcoming environment for all users.

A key initiative is the use of full-height windows along the building's edges, which provide extensive passive surveillance of the adjoining carpark. This visual transparency increases natural oversight, helping deter anti-social behaviour while improving the sense of security for people moving through the area, particularly during early mornings or evenings.

To further enhance the surrounding public realm, the proposal includes the introduction of public art and landscaping within the alleyway. This not only upgrades visual amenity but also encourages greater use of the space, which in turn improves passive surveillance and fosters a more active, human-centred environment.

Inside the building, a clearly defined hold-and-control point is provided at the main lobby. This space offers a managed interface for addressing any security concerns relating to the upper-level tenancies, ensuring that access can be monitored and appropriately managed when necessary.

Exterior lighting also plays a significant role in the safety strategy. The underside of the street canopy is equipped with integrated lighting, improving visibility and creating a safer pedestrian zone at night. In addition, wall-mounted lighting is proposed along the alleyway to eliminate dark spots and provide a consistent, well-lit route around the building.

The nature of the health services within the development further contributes to safety. Health-related tenancies often operate for extended hours and may involve after-hours staff or security personnel. This increased presence enhances activity and oversight throughout the day and evening.

Collectively, these measures deliver a comprehensive, layered approach to safety, ensuring the building and its surroundings feel secure, active, and well-supervised.









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The proposal enhances and supports the surround community by:
- Providing extensive health services to the neighbouring community
- providing employment to the surrounding community
- supporting the surrounding businesses with additional patronage and complimentary business functions
- providing additional bike parking bays
- providing a canopy for both shelter and gathering



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The proposal significantly enhances and supports the surrounding community through a range of social, economic, and amenity-focused contributions. At its core, the development is designed to deliver meaningful benefits that extend well beyond the building itself, strengthening local services and enriching the everyday experiences of residents, workers, and visitors.

One of the most substantial contributions is the provision of extensive health services within close proximity to the neighbourhood. By accommodating a variety of medical and allied health tenancies, the proposal increases local access to essential healthcare, reducing travel times for residents and offering a more convenient and comprehensive set of services within the community's immediate reach.

The development also generates employment opportunities at multiple levels. From healthcare professionals and administrative staff to support services and maintenance roles, the proposal contributes to local job creation and supports a more vibrant and economically resilient precinct.

In addition to direct employment, the presence of health services brings increased foot traffic to the area, offering surrounding businesses a valuable boost in patronage. These complementary functions—such as patients visiting nearby retailers or cafés before or after appointments—help reinforce the commercial vitality of the precinct and encourage stronger connections between businesses.

The proposal also includes practical improvements to support sustainable transport. Additional bicycle parking bays are provided, encouraging active travel and offering a more environmentally conscious alternative to car use. This supports broader community health objectives and improves accessibility for cyclists.

Finally, the inclusion of a well-designed canopy at the building frontage provides both shelter and a comfortable place for people to gather. This improves weather protection, enhances walkability, and creates opportunities for informal interaction within the public realm.
Collectively, these features ensure the proposal acts as a positive, community-supporting asset that enriches local services, strengthens economic activity, and enhances everyday amenity.

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The aesthetic language of the proposal is deliberate and cohesive, clearly communicating its identity as a high-quality health building. Every design decision, from material selection to colour palette, is carefully integrated to reinforce this purpose while ensuring the building presents as welcoming, professional, and contextually appropriate.

A foundational aspect of the aesthetic approach is the incorporation of visual cues drawn from contemporary health projects across Western Australia. These references help position the building within a wider network of recognisable health architecture, reinforcing both its function and its legitimacy within the community. Through these subtle design alignments, the proposal establishes a clear connection to established health design standards.

High-quality cladding materials are central to the façade expression, contributing durability, refinement, and a sense of craftsmanship. The selected palette includes colours associated with wellness and calmness; tones known to promote a sense of comfort and good health. These choices help create a reassuring environment for patients and visitors, supporting a positive first impression upon arrival.

At ground level, castellated timber-look aluminium and brick cladding introduces warmth, texture, and a degree of domestic familiarity. This material provides the appearance of natural timber with the durability required for a commercial health environment. Its use softens the building's interface with the public realm, creating a more approachable and human-scaled presentation.

Complementing this is the use of commercial-grade glazing, which signals cleanliness, transparency, and professionalism, qualities essential to modern health facilities. The glazing enhances natural light, improves visibility, and contributes to a clear and honest architectural expression.

To manage scale, the top floor is clad in a darker grey finish. This intentional use of recessive colour visually reduces massing, helping the upper level recede and ensuring the building remains appropriately scaled within its commercial context.

Together, these aesthetic strategies communicate clarity, confidence, and care, establishing the proposal as a high-quality, contemporary health building that engages thoughtfully with its surroundings.

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Appendix C

Responses to Design Review Panel

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DRP RESPONSES

Principle	Response (Hubble Design with input from TBB Planning)
Principle 1: Context and Character *Good design responds to and enhances the distinctive characteristics of a local area, contributing to a sense of place.*	
1a. The proposal is seeking discretion to vary many requirements of the planning framework, including exceeding the building height, reducing boundary setbacks, and providing no on-site parking or landscape.	• The height has been reduced from five storeys to four storeys. • Boundary setbacks are compliant. • Landscaping and car parking are the key areas where discretion is sought, but there are compelling reasons these warrant support, particularly the horseshoe design of this centre where the buildings have a 'hard edge' to the street with the parking and landscaping centralised. • We encourage DRP to consider the end outcome rather than the number of variations.
1b. The applicant should note the DRP's concern with the poor impact of these design choices on the local character, environment and amenity for the community. The applicant should greatly improve the quality of the design outcome via amended plans, accompanied by sound justification.	Amended plans have been prepared to address these matters, incorporating changes that better reflect the established character of the area and contribute positively to the amenity of the community such as the inclusion of a "hole-in-the-wall" tenancy.
1c. In principle, the proposed building's increase in height may be supportable by the DRP but is subject to the applicant providing documentation that demonstrates a strong alignment with the 10 design principles of *State Planning Policy 7.0 - Design of the Built Environment* (SPP7.0). This includes illustrating how this highly prominent multi-storey proposal should be articulated to better integrate with the local context and the unique characteristics of the Morris Place Neighbourhood Centre, noting its prevailing single-storey commercial bult form.	• The building height has been reduced from five storeys to four storeys. • The fourth storey is recessed from the third storey in order to reduce its visual impact on Morris Place. • There are no adjoining or surrounding land uses which would have amenity impacts as a result of this extra storey. • The density is consistent with modern expectations for a neighbourhood centre. Future context must be considered in this regard.
1d. The DRP recommends provision of a comprehensive Context and Site Analysis study that further evaluates the relationship of the site and proposed building with neighbours and the locality.	The proposal has been refined to better align with the established character and urban conditions of the area.
1e. The proposal provides inadequate interaction between the ground floor and the abutting public realm (Morris Place, the eastern laneway and Blackgum Lane at the rear) and amenity for the community.	• Plans have been substantially amended at ground to increased active frontages to both the eastern laneway and Morris Place. This has included reorientating the lift core and entry for the medical centre as well as introducing a micro-tenancy (shop or café) to better activate the street frontage. • It is not practical to activate the entirety of the eastern laneway. As such, the ground floor has been treated with red brick in a manner that references local design vernacular. Whilst windows were considered, these would inevitably be obscured or covered with advertising. The current design approaches balances activation with practical realities.

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1f. To improve interactivity of the ground floor with the streetscapes, the DRP recommends: - Relocating the stairwell and lift core near the southern wall to a more centralised vertical circulation core and, thereby, releasing the frontage for activity. - Increasing the retail activity by considering a small "hole-in-the-wall" coffee shop (and to compensate for the former café on the site) for Tenancy 2 that also would 'sleeve' the Radiology use. - Consider extending the southern awning around the southeastern corner to both laneways to provide pedestrian shelter. - Consider a ground floor curved façade and glazing for the south-eastern corner of the Pharmacy, also to align with the aesthetic of the upper floors and to add visual interest	Recommendations 1, 2 and 3 have been adopted and we thank the DRP for this constructive feedback. Given the substantive changes to the design, a curved façade at ground level was not considered to be commensurate with the current aesthetics. Glazing on the ground floor to the south eastern corner has been added to the project to increase interaction to the laneway.
Principle 2: Landscape Quality *Good design recognises that together landscape and buildings operate as an integrated and sustainable system, within a broader ecological context.*	
2a. The nil setbacks to all boundaries result in no landscaping at the ground floor and a third-floor planter box that is too narrow and unfeasible to accommodate plants. The applicant should note 'Landscape Quality' is a key design element and is encouraged to engage a Landscape Architect to carefully integrate landscape into the design.	The design has been amended to better integrate landscape outcomes. A planter box is now proposed to the front of the building, contributing to an improved streetscape presentation and providing a visible landscape element at ground level. The third-floor balcony has also been increased in size to allow for more practical and viable planting opportunities. In addition, planters are proposed within the side laneway to soften the built form and enhance the amenity and visual quality of the access way. Collectively, these measures provide a more considered and feasible approach to landscaping, improving the overall presentation and environmental quality of the development.
2b. While the DRP considers on-structure landscaping as a potential method of addressing landscaping requirements, the applicant should consider increasing and improving the soft landscape provision in appropriately-sized planters for long term viability. This approach would further soften the building's excessive height and bulk and its incongruous contemporary aesthetic that seems foreign in this established and characterful Neighbourhood Centre.	The landscape strategy has been reviewed and enhanced, with a clear improvement in both the quantity and quality of landscaping when compared to the previous scheme. The amended plans demonstrate an increase in functional planting areas, with appropriately sized planters that are capable of supporting vegetation. A planter box is now proposed to the front of the building, contributing to an improved streetscape presentation and providing a visible landscape element at ground level. The third-floor balcony has also been increased in size to allow for planting opportunities. In addition, planters are proposed within the side laneway to soften the built form and enhance visual quality of the access way. Collectively, these measures represent a notable improvement from the original proposal, providing increased soft landscaping and a more integrated and contextually responsive outcome that better aligns with the character of the surrounding Neighbourhood Centre.

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2c. In consultation with the City, the DRP suggests that given the extent of discretionary variations being sought to the planning framework that the Applicant may have the opportunity to compensate with community benefit improvements in Morris Place, for example by incorporating trees, plants and seating in the large hard paved area to the south-east of the site.	This recommendation has been accepted and is shown on the revised plans. A landscaping area of ~15m^2 has been identified in lieu of hardscaped area that is not required for pedestrian circulation. The landscape design will be developed in consultation with the City through the DA assessment and condition clearance phase.
Principle 3: Built Form and Scale *Good design ensures that the massing and height of development is appropriate to its setting and successfully negotiates between existing built form and the intended future character of the local area.*	
3a. The building's height and bulk are compounded by a strong vertical aesthetic that appears disconnected from the surrounding lower scale buildings	As noted in principle 1, the visual aesthetic has been substantially revised to reflect local character. The height has reduced from five storeys to four storeys, representing just a one storey variation from the current framework. The upper floor is also recessed from the street to reduce visual impact.
3b. To reduce the building's visual bulk, the applicant should consider "steps" or "breaks" in the building mass to introduce articulation and provide a "human scale" in its detailing (refer also to *Local Panning Policy 4.2 - Mixed Use Design Guidelines*).	
3c. The DRP acknowledges the 4m floor-to-floor height is beneficial for medical uses; however, recommends that the applicant explores reducing these heights to address the overall building height concerns and without compromising operational requirements.	The nominated floor-to-floor heights are necessary to support the operational requirements of the proposed medical tenancies. These heights allow for the integration of essential building services, equipment, and compliance with relevant standards, while also providing flexibility for a range of medical and allied health uses over time. Reducing the floor-to-floor heights would compromise the functionality and adaptability of the spaces, limiting their suitability for current and future occupants.
Principle 4: Functionality and Build Quality *Good design meets the needs of users efficiently and effectively, balancing functional requirements to perform well and deliver optimum benefit over the full life-cycle.*	
4a. The proposal represents an overdevelopment of the site with nil on-site parking. The DRP recommends the applicant discusses this with the City early in the process to understand its position; however, the DRP did note the adjoining publicly accessible carpark to the south of the site.	• As DRP has noted, this neighbourhood centre has a unique local context where the parking is centralised. No private property in this centre has any substantive on site parking. • A detailed parking utilisation survey and transport impact statement has been prepared to accompany the development application. • The proponent has also offered to introduce parking within the northern laneway (consistent with the southern laneway) to increase parking supply.
4b. To help support the proposal, the DRP recommends the applicant provides a Traffic Management Statement that includes, for example, a broader carparking strategy; a Neighbourhood Centre car park utilisation study; and alternative transport options for staff including linking building users to public transport in the area and providing bike storage and end-of-trip facilities.	
4c. The DRP advises that medical facilities have specific waste management needs and these should be addressed in the design to ensure compliance with health and safety standards.	• A waste management plan accompanies the DA and addressed these requirements.

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4d. The DRP regards the bin store door opening to the laneway's north-eastern corner as a safety hazard and therefore recommends a larger recess be added	• Bin store has been modified to a roller door to avoid this conflict.
Principle 5: Sustainability *Good design optimises the sustainability of the built environment, delivering positive environmental, social and economic outcomes.*	
5a. The DRP commends the provision of roof-mounted PV panels, however the recommendation is for a comprehensive and professionally prepared Environmentally Sustainable Design (ESD) report with a strategy for resource efficiency and a commitment to passive and active initiatives.	• An ESD statement accompanies the development application.
5b. The DRP acknowledges a dark wall colour at the third floor may assist in minimising building bulk; however, the proposed Colorbond "Monument" (black) colour is highly heat absorbent. The DRP recommends selection of a lighter and more heat reflective colour (e.g. mid-grey).	• Design has been modified accordingly.
Principle 6: Amenity *Good design optimizes internal and external amenity for occupants, visitors and neighbours providing environments that are comfortable, productive and healthy.*	
6a. The DRP recommends improving the third-floor southern balcony's width for useability (e.g. staff breakout space with a functional area for table and chair sets).	The third-floor balcony has been increased in size to allow for more planting opportunities as well as improving functional area for staff breakout.
6b The floor plate's east-west depth of almost 13m has minimal access to natural light via the hi-light windows and no warming winter solar gain. The DRP recommends design measures to improve access of natural light and winter solar gain into the building's interior for the building users wellbeing.	The northern windows have been adjusted to suit. However, given the orientation of the site, the floor plate does not present a meaningful opportunity to capture consistent winter solar gain throughout the entirety of the proposed tenancies. The current design therefore seeks to balance access to natural light with environmental performance, avoiding excessive glazing that could negatively impact thermal comfort. High-level windows, skylights to the top floor and controlled openings have been utilized to introduce daylight while mitigating heat gain, supporting a more sustainable and energy-conscious outcome for building users.
6c. The DRP recommends reconsidering the hi-light horizontal window shape (that is at odds with the vertical aesthetic) and including a central lightwell that could also serve as a breakout space; such a design approach would also assist in future proofing the building for other uses.	As a commercial development, the introduction of a central lightwell dedicated to breakout space would represent an inefficient use of valuable floor area, reducing the overall functionality and leasable space of the tenancies. This would have practical implications for the viability of the building without clear demand or requirement for such a feature, however the eastern elevation of the proposed design has been revised and the glazing has been increased by 45% and skylights have been introduced to the top floor.
6d. The undersized and poorly located awnings over hi-light windows (approximately 1.5m above the window heads) on the eastern and northern sides are unlikely to offer material shade coverage.	Awnings have been removed as they are not set within the lot boundary.
6e. The DRP recommends improving the awning design and location (and set within the lot boundary) to provide	No awnings are currently provided to the existing tenancy, which is built to the boundary condition. The proposal seeks

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meaningful shade of windows in hotter months.	to maintain the functional and leasable footprint width of the tenancy, and as such, reducing the tenancy footprint to accommodate an awning wholly within the boundary is not supported, as this would result in an unnecessary loss of usable commercial floor space.
Principle 7: Legibility *Good design results in buildings and places that are legible, with clear connections and easily identifiable elements to help people find their way around.*	
7a. For improved legibility at the upper floors, the DRP recommends a review of the lift exit that faces away and is some distance from the Reception area.	Lift core has been relocated to the front of the building to improve legibility and access from Morris Place as well as the layout of the medical centre. The lift exit is located in practical proximity to the Reception area, allowing for clear and intuitive wayfinding upon arrival. The current arrangement ensures that users are directed efficiently from the vertical circulation core to the primary point of contact, without the need for excessive travel or confusion.
7b. The DRP commends the access of natural light and views out for people in the waiting area, however, consider re-sizing this space that appears disproportionately large for the medical centre's needs.	The tenancy design is intended as a placeholder example to illustrate how the floor could function. Final fit-outs will be completed by individual tenants, and layouts can be adapted to suit their specific needs.
Principle 8: Safety *Good design optimises safety and security, minimising the risk of personal harm and supporting safe behaviour and use.*	
8a. The DRP notes that Blackgum Lane accommodates existing carparking bays and the north-south oriented laneway links to a Pedestrian Access Way (from Waller Place, approximately 45m east of the site). The laneways are essential connectors that provide pedestrian access to the Morris Place Neighbourhood Centre.	Noted and agreed.
8b. The DRP recommends the proposal maximises the extent of activation and glazed ground floor for passive surveillance opportunities and interactivity with the streetscapes.	Recognising consulting rooms involve minimal passive surveillance, a staff room has been orientated to the laneway to improve surveillance opportunities. The inclusion of extensive glazing to the pharmaceutical tenancy presents inherent security risks. Pharmacies require a higher level of security due to the storage of scheduled medications and high-value goods, and excessive transparency can increase vulnerability to theft and break-ins, particularly outside of operating hours. If there were to be windows to this tenancy, these would be highlight windows and would be obscured.
8c. The DRP recommends the use of security glass for the ground floor glazing rather than utilitarian metal grills.	Agreed and reflected in the current drawings.
Principle 9: Community *Good design responds to local community needs as well as the wider social context, providing environments that support a diverse range of people and facilitate social interaction.*	
9a. The DRP supports the proposed Medical Centre use and its potential to contribute to the retail and community offering at the Morris Place Neighbourhood Centre.	Noted and appreciated.

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9b. The DRP supports the location of integrated façade public art on the eastern and northern elevations that face the laneways.	Noted and appreciated.
9c. Notwithstanding the above positives for the community, given the extent of planning variations being sought and particularly the lack of interactivity and amenity at the ground floor, the applicant should consider carefully the broad ranging comments and recommendations of the DRP in ensuring the overall proposal is designed to a high quality and is responsive to the site, context and community that uses this Neighbourhood Centre.	It should be noted that the planning variations are considered justifiable on planning grounds, considering the planning framework, the current and future context and the lack of amenity impact on surrounding uses and the extensive benefits this development will provide by way of offering medical services to the community and improved activity levels for the centre. Notwithstanding, the proponent has accepted the DRP suggestion in principle 3 to provide a landscaped breakout space in front of the building. This is considered to add a further community benefit for the centre.
Principle 10: Aesthetics *Good design is the product of a skilled, judicious design process that results in attractive and inviting buildings and places that engage the senses.*	
10a. The site's redevelopment context (demolition and rebuild) presents an excellent opportunity to reflect local character within an established and characterful Neighbourhood Centre.	The design aesthetic has been reworked to reflect local character instead of medical character. The hallmark of this approach is a red brick outlined in the eastern elevation in shape reflecting the sawtooth character of existing and past buildings in the local area.
10b. The applicant's reliance on WA-wide precedents of large-scale medical facilities for this proposal's aesthetic (such as the Perth Children's Hospital's variegated coloured cladding) has resulted in a building that appears alien within the context of the Morris Place Neighbourhood Centre.	
10c. Instead, the DRP recommends analysing and evaluating existing local buildings for appropriate references on form, materiality and colours, including the sawtooth roofed building on the site. Local references should contribute positively to the proposal's character and thus enable a better contextual response to and integration with the Neighbourhood Centre.	
10d. Consider strengthening the proposal's shop front design by, as noted above, referencing appropriate local character traits and character shopfronts in a contemporary way, and use of tactile materiality to better integrate the proposal with the existing shops in the Centre.	In response, the ground floor shopfronts have been refined to better reflect the established character of the Neighbourhood Centre, drawing on the proportions, rhythm, and material qualities of surrounding tenancies.

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Appendix D

Sustainability Strategy

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Sustainability Strategy

This project adopts a sustainability approach focused on reducing operational energy demand, improving thermal comfort, and maximising natural environmental conditions. The strategy prioritises renewable energy generation, and high-performance building envelope measures to minimise long-term environmental impact and operational costs.

1. Renewable Energy Generation

A high-capacity rooftop solar photovoltaic array will be installed to generate on-site renewable electricity. This system will significantly reduce reliance on grid energy and lower operational carbon emissions. The solar installation will be sized to maximise available roof space while optimising orientation and performance, contributing substantially to the building's energy demand.

2. High-Performance Building Envelope

The building envelope will be designed to minimise heat transfer and improve internal thermal stability.

- Double-glazed windows with thermally broken frames will be installed throughout the building to reduce heat loss in winter and heat gain in summer while improving occupant comfort.
- External wall insulation will be applied to all wall assemblies, increasing thermal resistance and reducing the energy required for heating and cooling.
- Light-coloured roofing materials will be utilised to reflect solar radiation and reduce heat absorption, mitigating the urban heat island effect and lowering internal cooling loads.

Together, these envelope strategies will significantly improve the building's overall energy efficiency and comfort.

3. Passive Design and Natural Lighting

The building design maximises natural daylight to reduce reliance on artificial lighting.

- Natural daylight access to perimeter spaces will ensure that regularly occupied areas benefit from daylight penetration, improving occupant wellbeing and reducing lighting energy consumption.
- Where feasible, northern orientation will be prioritised to capture consistent natural light and improve passive solar performance.

4. Natural Ventilation Strategy

The building will incorporate openable external windows on all floors to facilitate natural ventilation. This strategy will allow occupants to benefit from fresh air and passive cooling during suitable weather conditions, reducing reliance on mechanical ventilation and air-conditioning systems.

Natural ventilation pathways will be designed to promote cross-flow airflow and improve indoor air quality while supporting energy efficiency.

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5. Integrated Sustainability Outcomes

Collectively, these initiatives support a building that is energy efficient, comfortable, and environmentally responsible. The combination of passive design, renewable energy generation, and high-performance building systems will:

- Reduce operational energy consumption
- Lower greenhouse gas emissions
- Improve indoor environmental quality
- Decrease long-term operating costs

The proposed sustainability strategy integrates high-performance building materials, and on-site renewable energy generation to deliver a building that is both environmentally responsible and operationally efficient. By prioritising measures such as a high-capacity rooftop solar array, enhanced thermal performance through double glazing and external insulation, and the use of reflective roofing materials, the design significantly reduces overall energy demand and associated carbon emissions.

The incorporation of natural daylight, northern light where possible, and natural ventilation through openable windows further strengthens the building's environmental performance while enhancing occupant comfort and wellbeing. These passive strategies reduce reliance on mechanical systems and artificial lighting, supporting long-term energy efficiency and lower operational costs.

Collectively, these initiatives demonstrate a balanced and practical approach to sustainability that aligns with modern building performance expectations. The strategy ensures the building will operate efficiently, provide a comfortable internal environment for occupants, and contribute positively to broader environmental objectives over the life of the development.

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Appendix E

Transport Impact Statement

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Jakaby Pty Ltd

14-16 Morris Place, Innaloo

Traffic Impact Statement

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Question today
Imagine tomorrow
Create for the future

14-16 Morris Place, Innaloo
Traffic Impact Statement

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Rev	Date	Details
C	15 April 2026	Updated Final Issue
B	13 April 2026	Final Issue
A	30 March 2026	Draft Issue

	Name	Date	Signature
Prepared by:	Fiona Banh	15/04/2026	
Reviewed by:	Jacob Martin	15/04/2026	
Approved by:	Jacob Martin	15/04/2026	

WSP acknowledges that every project we work on takes place on First Peoples lands.
We recognise Aboriginal and Torres Strait Islander Peoples as the first scientists and engineers and pay our respects to Elders past and present.

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1 Introduction

WSP has been commissioned by Jakaby Pty Ltd (the 'Client') to prepare a Transport Impact Statement (TIS) to support a proposal for a medical centre (the 'Site') at 14-16 Morris Place, Innaloo in the City of Stirling.

This report has been prepared in accordance with the Western Australia Planning Commission (WAPC) *Transport Assessment Guidelines for Developments: Volume 4 - Individual Developments (2016)*. The assessment considers the following key matters:

- Proposed development;
- Vehicle access and parking;
- Provision for service vehicles;
- Hours of operation;
- Daily traffic volumes and vehicle types;
- Traffic management on frontage streets;
- Public transport access;
- Pedestrian access;
- Cycle access and end of trip facilities;
- Site specific issues; and
- Safety issues.

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2 Proposed development

2.1 Site location and land use

The Site is a 490m² parcel of land currently occupied by 'Levelup with Lashup' (14 Morris Place, Innaloo) and 'West Coast Music School' (16 Morris Place, Innaloo), located on the north-east corner of Morris Place bounded by Morris Place, a laneway and Blackgum Lane.

The Site currently shares approximately 123 car parking spaces (including 5 ACROD spaces) within the neighbourhood centre for shared use between the mixed uses, plus 28 car parking spaces is available within Rivergum Lane and approximately 12 informal 90 degree car spaces within Blackgum Lane (it is noted there is opportunity for parallel parking along the northern side, however this has been excluded as no formal linemarking is shown).

Vehicle access to the Site is currently facilitated from three locations, including Morris Place providing access to the front of the site, and Blackgum Lane along the northern boundary providing access to the rear of the site. The adjacent laneway terminates halfway between Blackgum Lane and Morris Place acting as an informal loading area.

The Site is located within an 'Local Centre' zone under City of Stirling Planning Scheme.

Land uses surrounding the Site comprise of a mixture of residential, commercial, educational and recreational uses. The Site is also located within Morris Place Neighbourhood Centre.

The location of the Site in the context of the surrounding road network is shown in Figure 2.1.

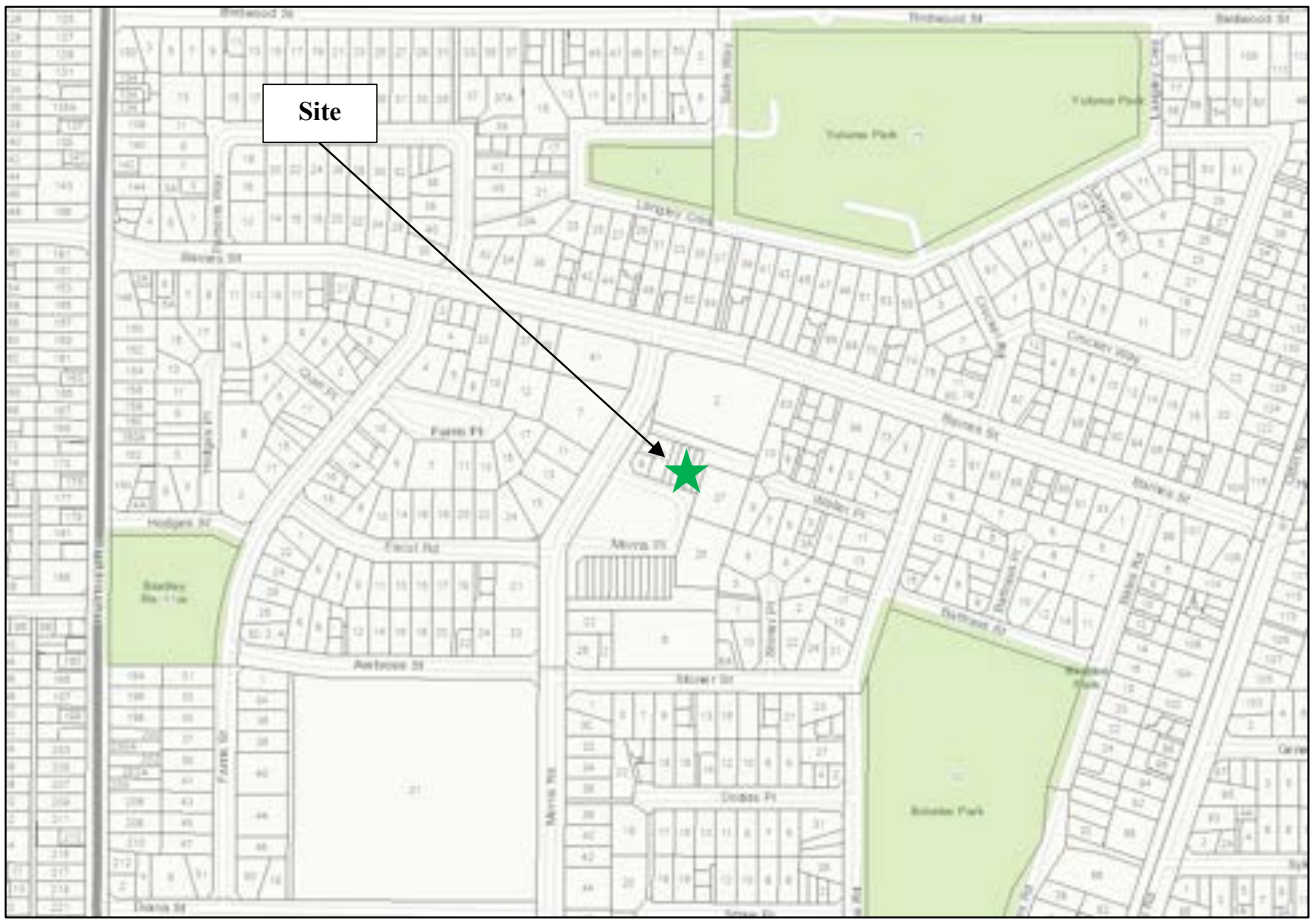

Figure 2.1 Site location

Source: PlanWA

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2.2 Road network

A summary of the local road network and its key features is provided in the Table 2.1 and shown in Figure 2.2.

Table 2.1 Local road network

	Morris Place	Morris Road	Blackgum Lane
Jurisdiction	Local Government	Local Government	Local Government
Hierarchy	Access Road	Access Road	Access Road
Speed limit (km/h)	50	50	50
Number of lanes	Two (2)	Two (2) (dual carriageway)	Two (2)
Traffic controls	None	Road humps	None
On-street parking	Kerbside along building frontages	Indented kerbside in both directions	Informal parking opportunities within hardstand area
Pedestrian facilities	Footpath along building frontage side	Footpath along both sides	None
Bicycle facilities	None	None	None

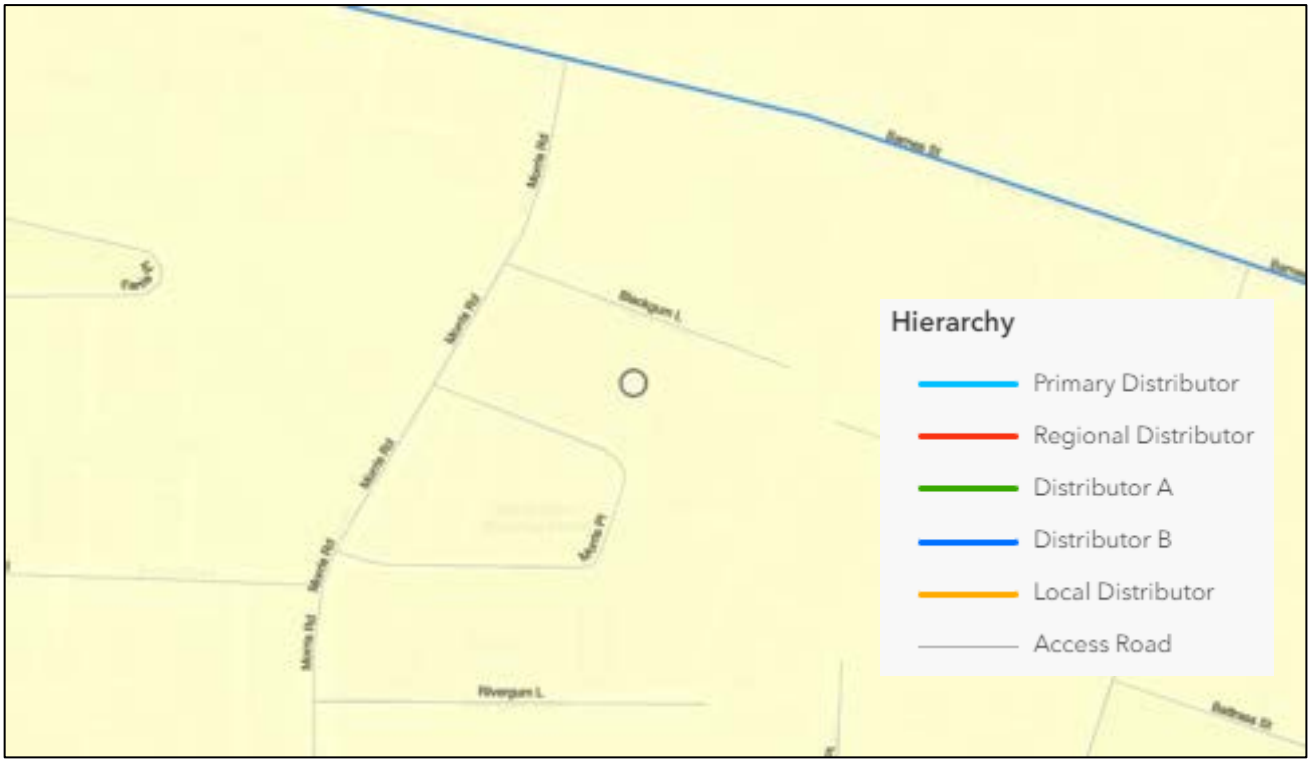

Figure 2.2 Existing road network

Source: MRWA Information Mapping System

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2.3 Proposed development

The Site seeks to develop a four-storey medical centre within the existing building footprint comprising:

- 1,828m² of medical centre, including a radiology, pharmacy, and GP consulting rooms
- Maximum number of staff on-site at any one time:
  - Practitioners: 7 practitioners for the medical centre, 5 practitioners for radiology and 2 pharmacists
  - Additional support staff: 2 receptionists and 3 other staff for the pharmacy
- Operating hours:
  - Medical and Radiology:
    - Monday-Friday: 8am-6pm
    - Saturday: 9am-5pm
    - Sunday: 10am-4pm
  - Pharmacy: 8am-6:30pm Monday-Sunday
- 5 bicycle parking spaces

The Site layout plan for the proposed development is shown in the figure below.



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Figure 2.3 Proposed site layout

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3 Vehicular access and parking

3.1 Access arrangements

No direct vehicular access is proposed to be provided to the development. This arrangement is consistent with the unique circumstances of the Morris Place Neighbourhood Centre, with a shared centralised parking area functioning as the primary and shared parking resource for the Neighbourhood Centre and no on-site parking provided within existing individual lots.

All service vehicle movements would be accommodated via the rear hardstand area within Blackgum Lane.

Pedestrian access is via the carpark from Morris Place (main access point) and at the rear from Blackgum Lane.

3.2 Car parking

3.2.1 Statutory car parking requirement

Table 1 of Local Planning Policy 6.7: Parking and Access of City of Stirling's Local Planning Scheme sets out the car parking requirements for various land uses located within Activity Centres. However, Clause 5.2 stipulates that Table 1 and the car parking ratios do not apply in the following circumstances:

> *d) Where new development or redevelopment of a site proposes a net increase to the non-residential floor area by more than 50%. In that instance, Table 2 and 3 applies to all development on the site;*

Accordingly, the car parking requirement applicable to the Site is outlined in Table 3.1. The proposed development is located within the Morris Place Neighbourhood Centre, which provides a quantum of publicly accessible parking. This parking is proposed to be used by the development in accordance with its intended purpose.

Table 3.1 Table 2 Local Planning Policy car parking requirements

Proposed Use	Policy Rate	Quantity	Planning Scheme Parking Req.
Medical / Consulting rooms	5 bays for each practitioner in attendance up to 2 practitioners; 2 additional bays for each practitioner in attendance in excess of 2 practitioners; and Any Pharmacist in a co-located Chemist service shall be counted as a practitioner.	12 practitioners 2 pharmacists	34 spaces

This assessment has included a first principles assessment of anticipated car parking demands and a parking demands/utilisation assessment against the Morris Place Neighbourhood Centre's carpark availability.

3.2.2 Adequacy of parking supply

3.2.2.1 Policy and guidelines

Department of Planning, Lands and Heritage (DPLH) Guidance

DPLH has published a Guidance document titled *WA Planning Manual - Non-Residential Car Parking Rates in Perth and Peel*. This document recommends a minimum of 2 spaces per practitioner and a maximum of 4 spaces per practitioner (28-56 bays).

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3.2.2.2 Existing parking demand and supply analysis

The Site has access to a number of publicly accessible car parking facilities which would be available for staff and patients, detailed as follows and shown in Figure 3.1:

- 125 shared car parking spaces (including 5 ACROD bays) within the Morris Place Neighbourhood Centre car park[1]
- 28 off-street car parking spaces within Rivergum Lane
- 10 informal, off-street car parking spaces[2] within Blackgum Lane

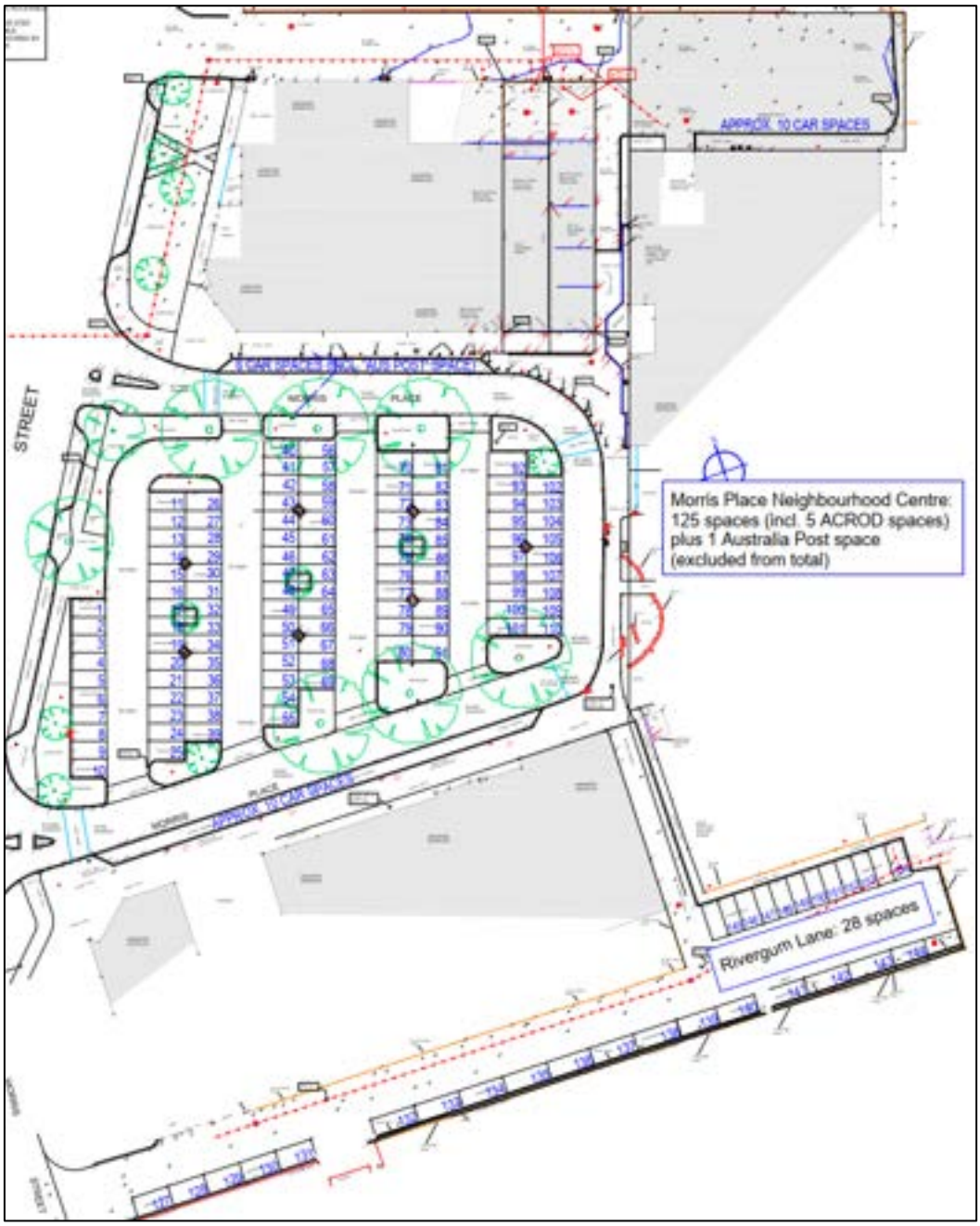

Figure 3.1 Off-street parking spaces

[1] One (1) car space is dedicated for Australia Post and has been excluded from the total number of spaces as it's not publicly available.

[2] It is understood that the north side of Blackgum Lane is sometimes used for parallel parking. This has conservatively been excluded for the purpose of the assessment as no formal linemarking is provided.

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Automatic tube count surveys were undertaken across a 7-day period between Wednesday 25 February 2026 to Tuesday 3 March, 2026[3] located immediately east of Morris Road at the following locations:

- Morris Place North
- Morris Place South
- Blackgum Lane
- Rivergum Lane

The tube count data provides traffic count data across a continuous 24-hour count of vehicles passing across each installed location, recording information including vehicle counts, direction, speeds, vehicle classification, daily volumes and heavy vehicle percentages.

The results were calibrated to ensure equality between outbound and inbound movements, with the results of each location summarised in Figure 3.2 to Figure 3.4 below. Note that due to the low demand for parking in Blackgum Lane, the inbound and outbound movements have been aggregated, and only the average result shown. The combined traffic movements and calculated parking occupancy is summarised in Figure 3.5.

The results indicate that the car parking within Rivergum Lane was not heavily utilised, with a maximum occupancy during business hours of 6 spaces at 2pm on Friday 27 February 2026 (out of the 28 spaces available), and an average occupancy of 9 spaces at noon for Blackgum Lane (out of the 10 spaces available). This suggests that these areas can be better utilised for staff parking by proposed development without impact on existing users.

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[3] Note: Labour Day public holiday on Monday 2 March 2026

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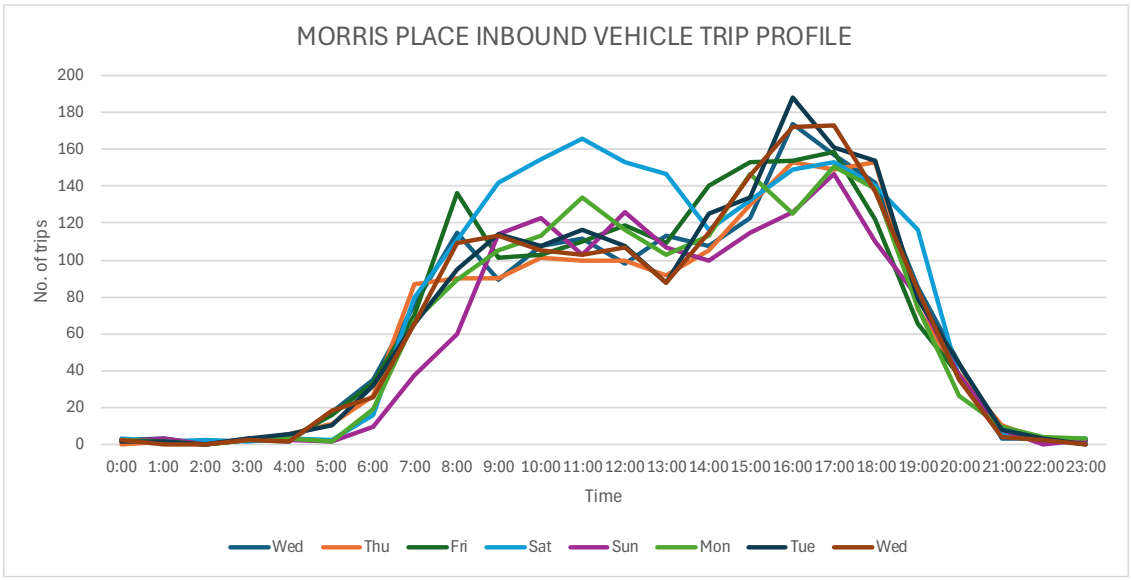

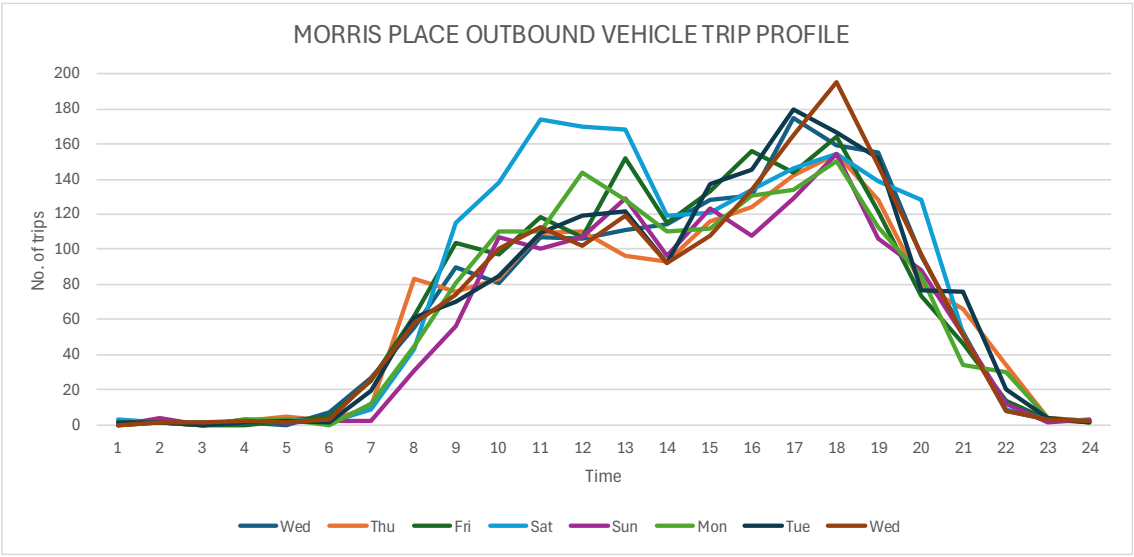

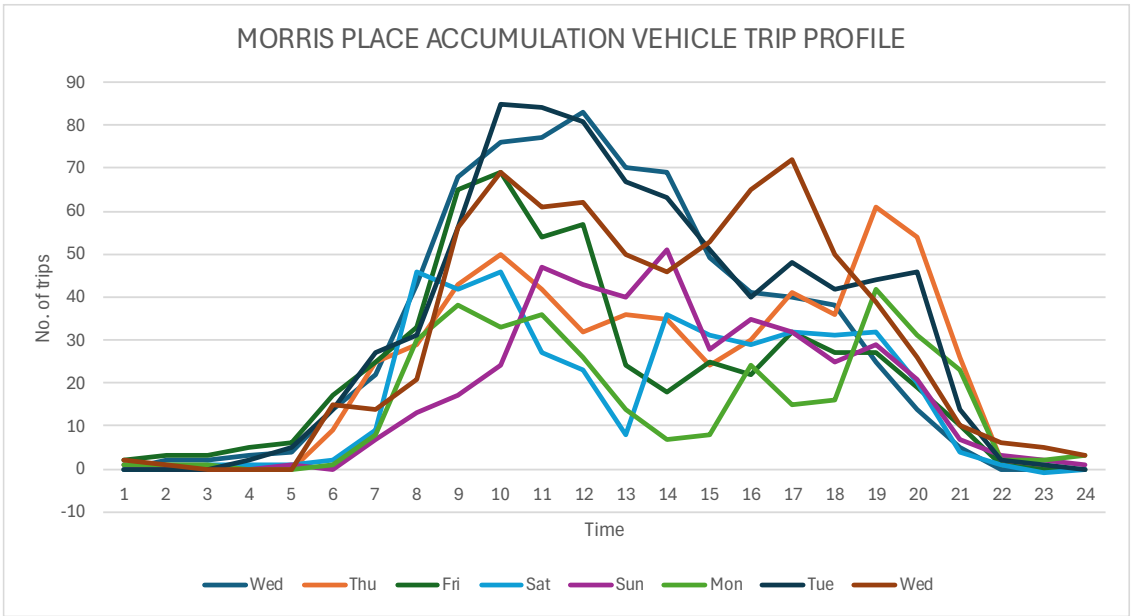

Figure 3.2 Morris Place vehicle trip profile

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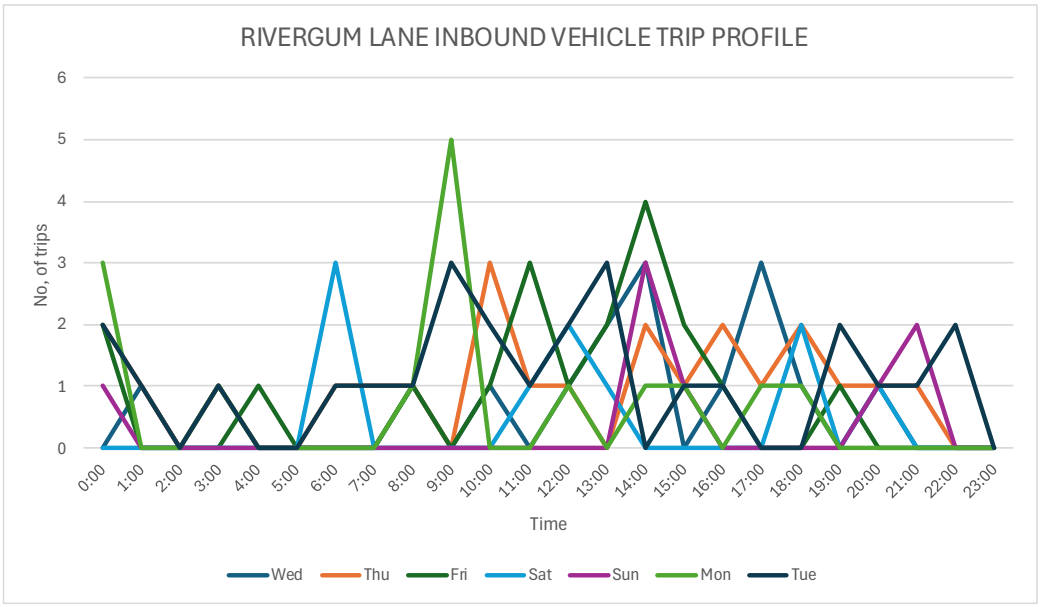

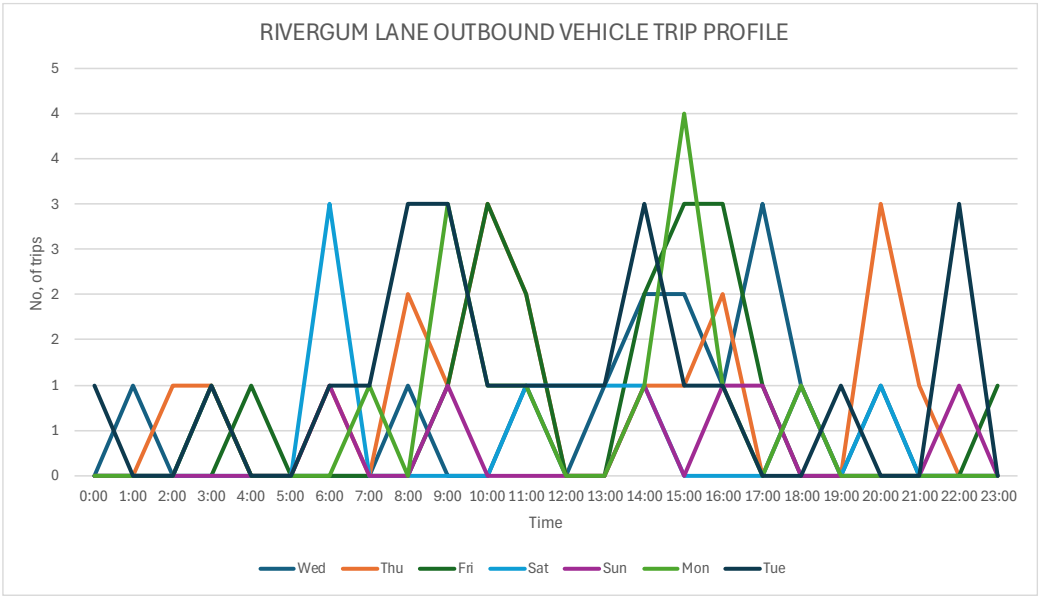

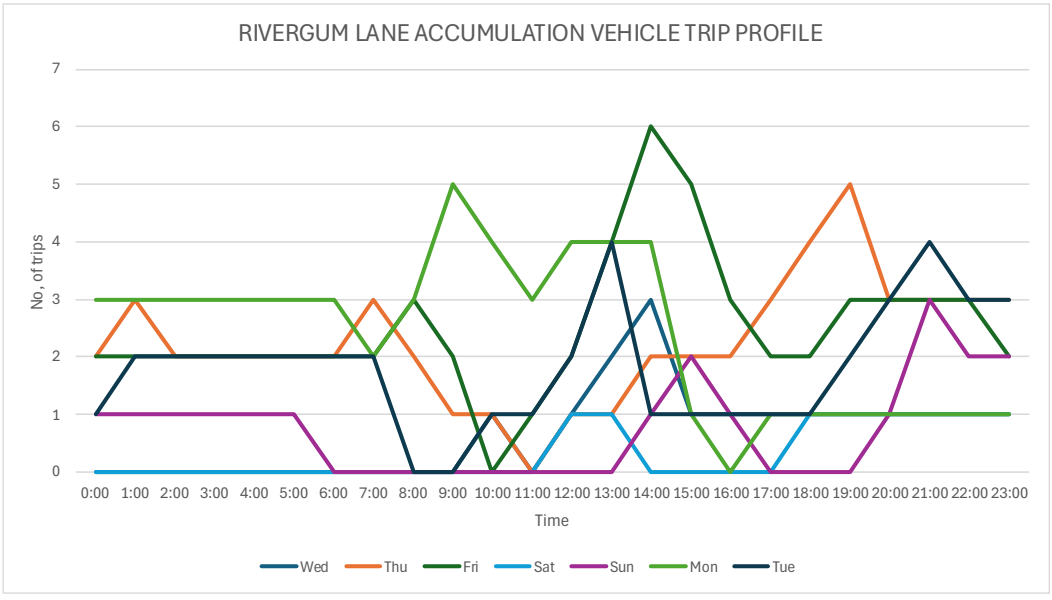

Figure 3.3 Rivergum Lane vehicle trip profile

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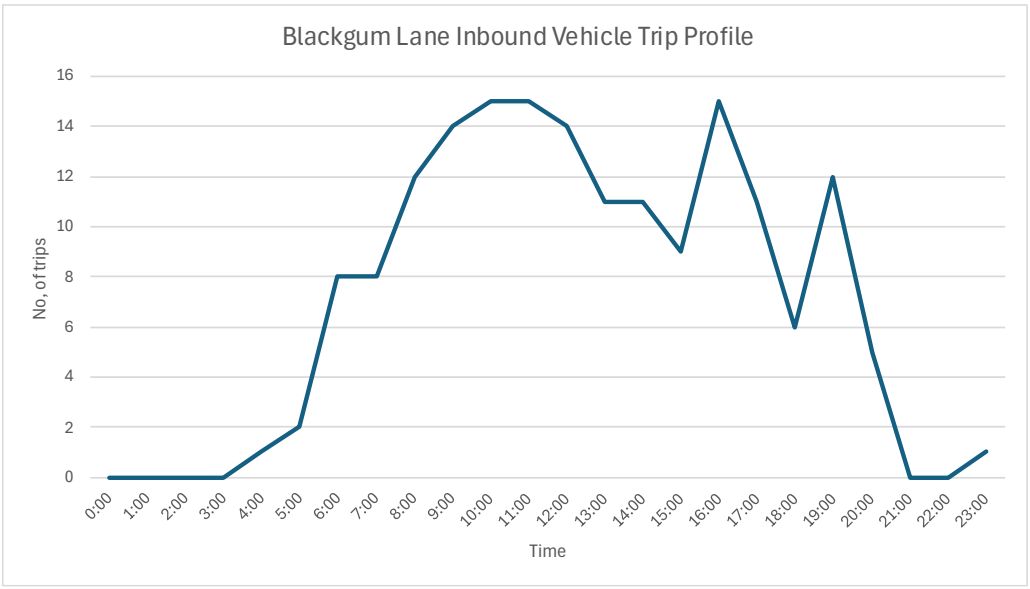

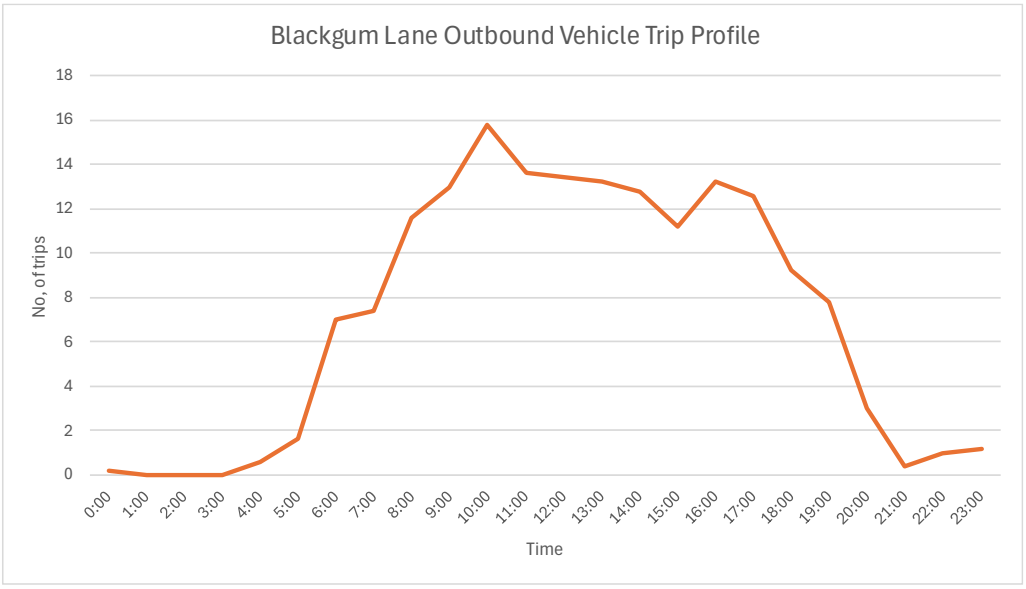

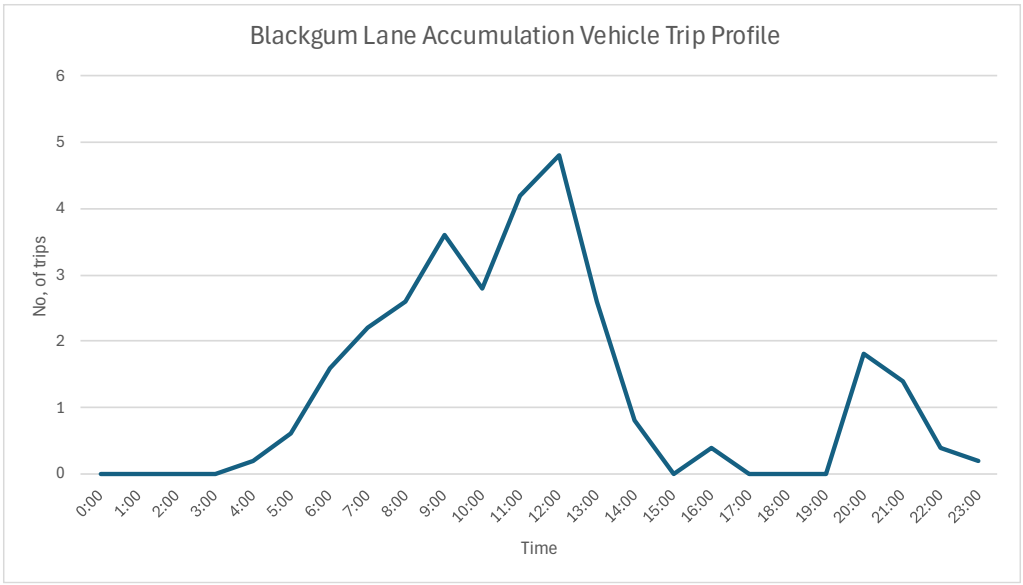

Figure 3.4 Blackgum Lane vehicle trip profile

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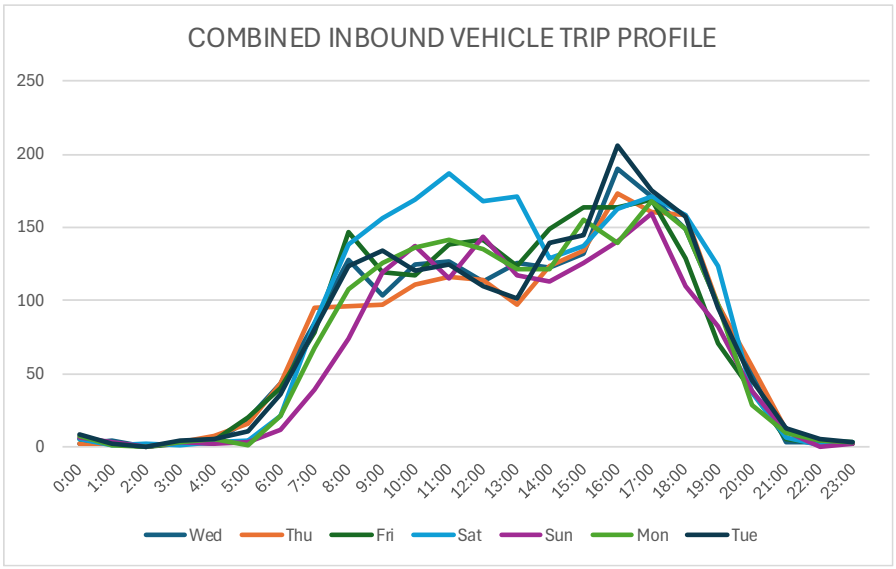

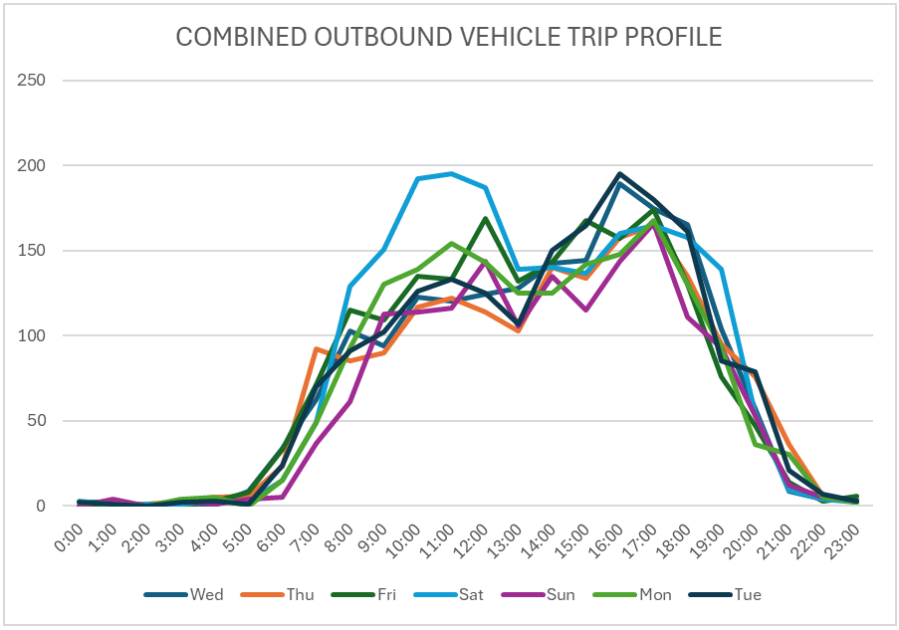

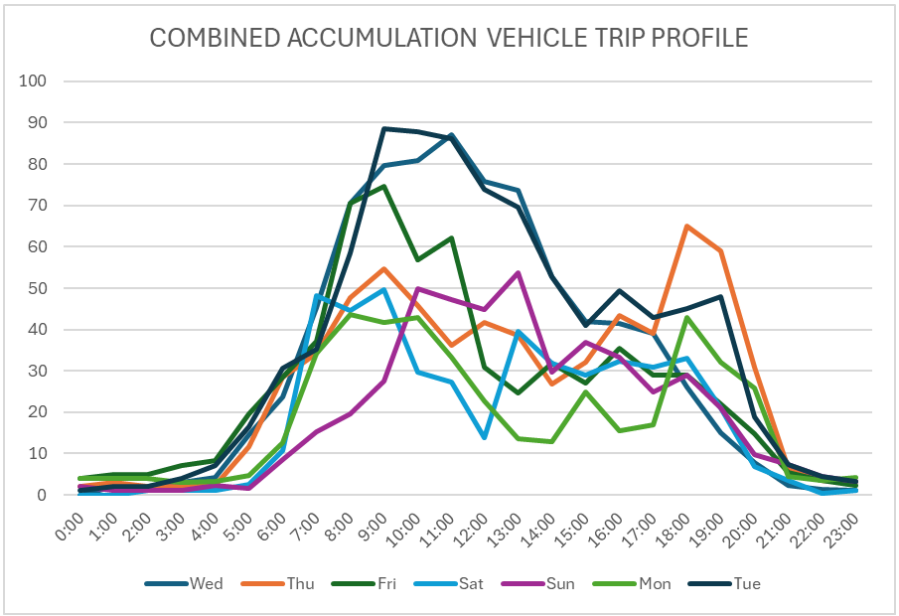

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Figure 3.5 Combined vehicle trip profile

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The availability of parking should be considered in the context of the anticipated hourly demand for parking by the Morris Place Neighbourhood Centre. ITE's *Parking Generation 4th ed.* has been used to provide typical parking profiles for existing uses. These have been applied to the Neighbourhood Centre yields to generate a modelled parking occupancy for the land uses within Morris Place Neighbourhood Centre, and scaled to match the tube count data analysis for the busiest days (observed demand). The result of this baseline analysis is shown below, Figure 3.6.

It is noted that the Gym profile has been adjusted to reflect the operating hours of 6am-11am.

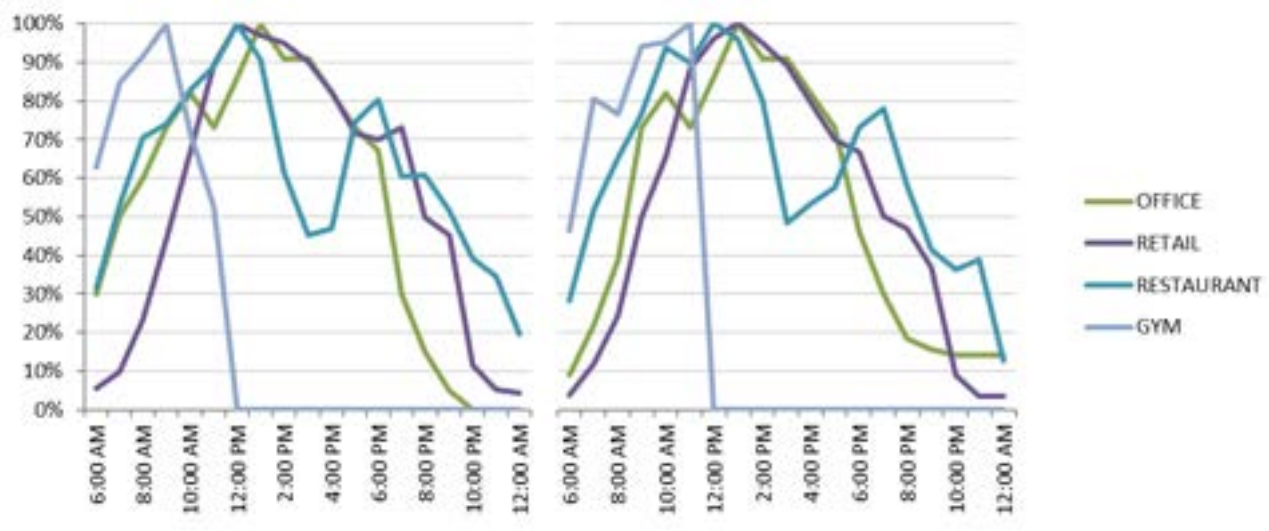

Figure 3.6 Theoretical parking demand profile for existing uses

These have been applied to the Neighbourhood Centre yields to generate a modelled parking occupancy for the land uses within Morris Place Neighbourhood Centre, and scaled to match the tube count data analysis for the busiest days (observed demand). The result of this baseline analysis is shown below, Figure 3.7.

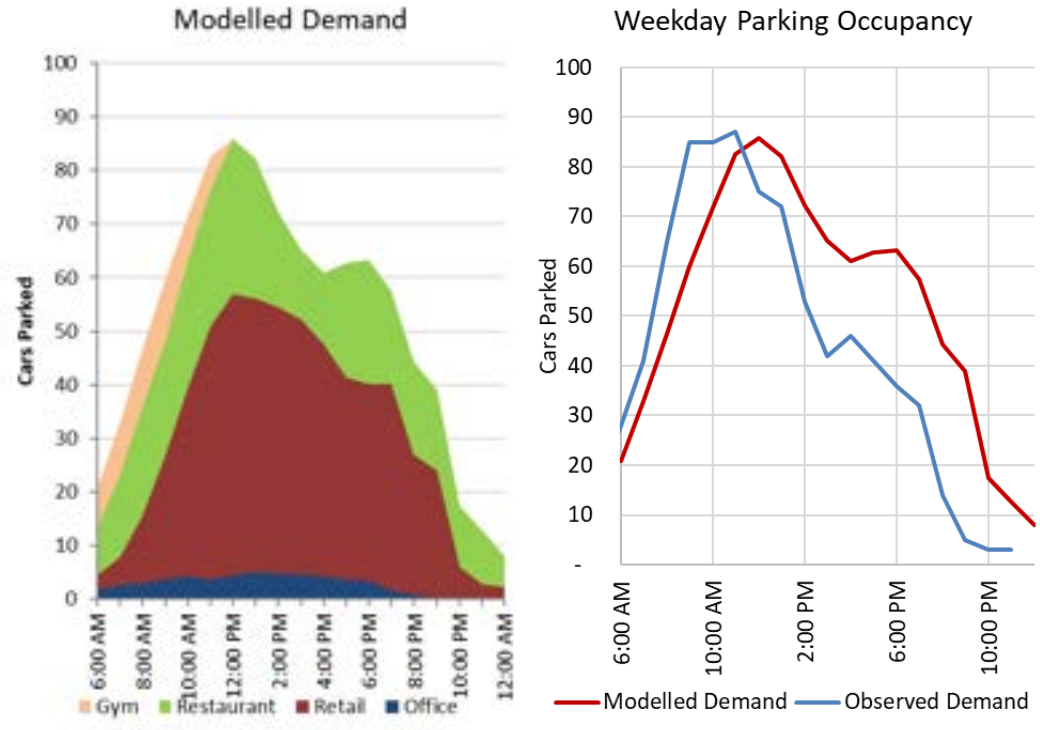

Figure 3.7 Modelled parking demand profile for the existing Morris Place Neighbourhood Centre

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3.2.2.3 Projected parking demand

Based on standard demand profiles for clinic uses, the proposed development is expected to generate the following parking demand profile (shown in Figure 3.8). This indicates a typical behaviour pattern, such as the reduction in midday trips which correspond with practitioner lunch breaks.

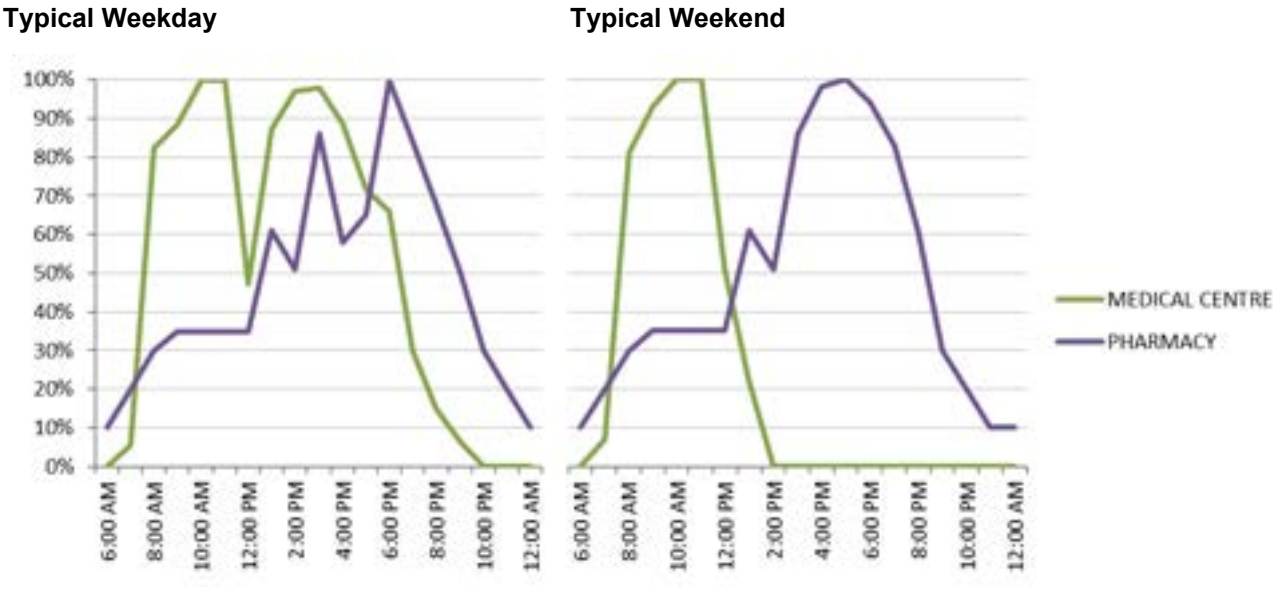

Figure 3.8 Modelled parking demand profile for the proposed development

Applying the higher statutory parking threshold (51 bays) to this demand profile results in the following modelled weekday parking demand for the Site.

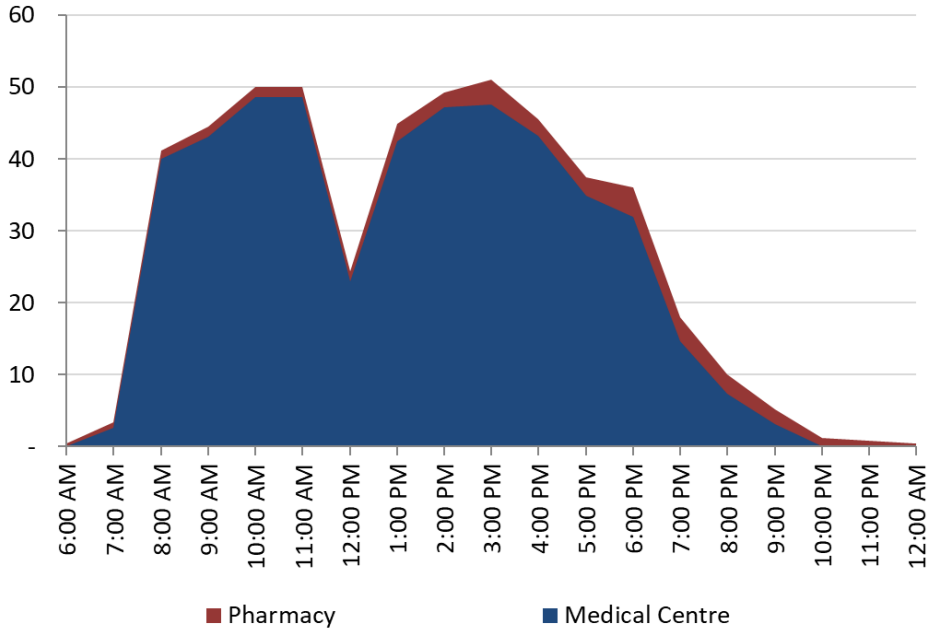

Figure 3.9 Modelled development parking demand

The combined Neighbourhood Centre would therefore be expected to exhibit the following post-development parking occupancy behaviour (Figure 3.10).

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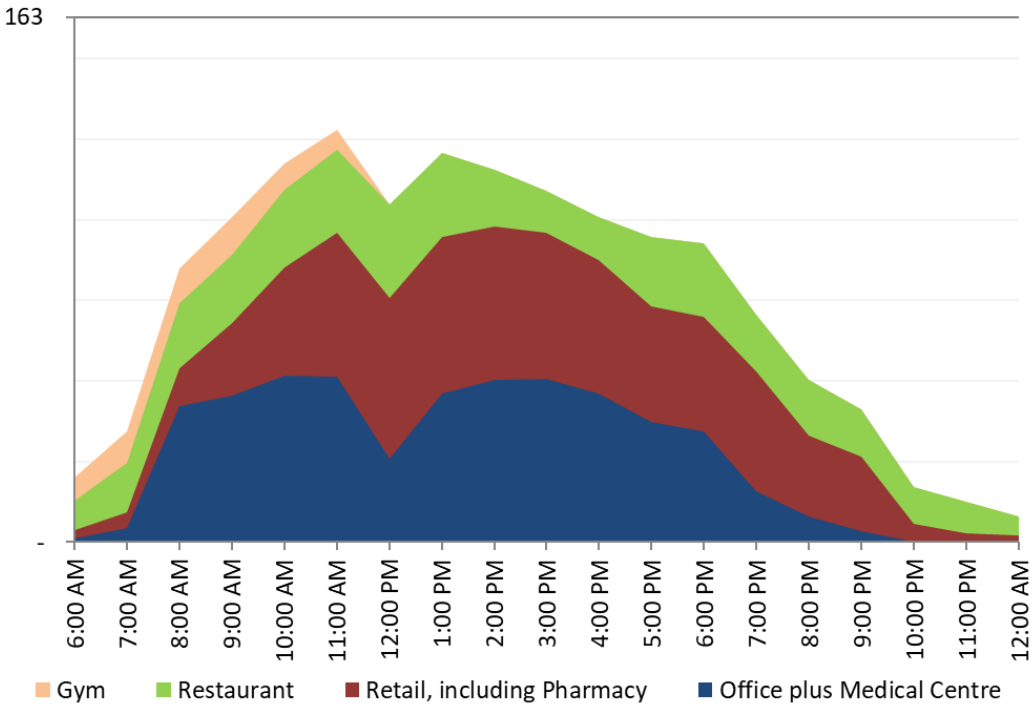

Figure 3.10 Modelled post-development Neighbourhood Centre parking demand

The proposed development and neighbourhood centre combined are therefore anticipated to have a maximum parking demand in the order of 128 vehicles, well below the 163 parking spaces currently available.

Accordingly, the publicly accessible supply within the Morris Place Neighbourhood Centre is considered to be more than sufficient to accommodate the expected parking demand of the Site.

3.3 Accessible parking

The National Construction Code (Building Code of Australia, 2022) sets out the requirements for the provision of accessible car parking spaces. Under the NCC, the proposal is best classified as a Class 9a building, which generates a requirement to provide 1 accessible parking space per 50 carparking spaces or part thereof.

The existing publicly accessible supply includes a total of 5 parking spaces, well in excess of this requirement.

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3.4 Motorcycle parking

Clause 6 of LPP 6.7 within *City of Stirling's Local Planning Scheme No.3* sets out the motorcycle parking requirements for non-residential components of developments.

The motorcycle parking requirement applicable to the Site is outlined in Table 3.2.

Table 3.2 City of Stirling Local Planning Scheme No.3 motorcycle parking requirements

Proposed Use	Policy Rate	Quantity	Planning Scheme Parking Req.
Non-residential	If > 500m² of gross floor area (GFA), 1 space shall be provided for every 1,000m² of gross floor area	1,828m²	2 spaces

Based on the above, the proposed Site is required to provided 2 motorcycle spaces.

No motorcycle spaces are proposed to be provided. However, ample parking is available to accommodate the needs of motorcycle users.

3.5 Bicycle parking

Table 4 of *City of Stirling's Local Planning Scheme No.3* sets out the bicycle parking requirements for various land uses.

The bicycle parking requirement applicable to the Site is outlined in Table 3.3.

Table 3.3 City of Stirling Local Planning Scheme No.3 bicycle parking requirements

Proposed Use	Policy Rate	Quantity	Planning Scheme Parking Req.
All other uses	1 space per 400m² of gross floor area (GFA)	1,828m²	5 spaces

Based on the above, the proposed Site is required to provide 5 bicycle spaces.

A total of 5 bicycle spaces are proposed as part of the development, with a minimum of 20% of the bicycle spaces able to be provided in a horizontal arrangement in accordance with the requirements under AS2890.3.

3.6 End-of-Trip facilities

Section 7.2 of *City of Stirling's Local Planning Scheme No.3* sets out the requirements for the provision of end-of-trip facilities for developments that are required to provide 10 or more bicycle parking spaces.

As the development is only required to provide 5 bicycle parking spaces, end-of-trip facilities listed are not required to be provided. Notwithstanding, a change room and lockers are provided for staff use on-site.

3.7 Service vehicles

The Site is expected to be serviced by vehicles no larger than an 8.8m medium rigid vehicle (MRV) and a 10.24m waste truck. These vehicles will access the Site via Blackgum Lane. Service vehicles will prop adjacent to the northern boundary of the building within the laneway to undertake loading and waste collection activities.

Swept path diagrams for a 10.4m waste truck has conservatively been prepared demonstrating access to and from the Site are attached at Appendix C.

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4 Traffic volumes

4.1 Traffic generation

4.1.1 Assumptions

Traffic generated by the proposed development has been assessed under a first principles basis. The following assumptions have been made alongside information provided by the client:

- Client provided information
  - Maximum number of staff on-site at any one time:
    - Practitioners: 7 practitioners for the GP clinic, 5 practitioners for radiology and 2 pharmacists
    - Additional support staff: 2 receptionists and 3 other staff for the pharmacy
  - Operating hours:
    - GP clinic and Radiology:
      - Monday-Friday: 8am-6pm
      - Saturday: 9am-5pm
      - Sunday: 10am-4pm
    - Pharmacy: 8am-6:30pm Monday-Sunday
  - Appointment-based consultations only (i.e. no walk-ins)
- Consultation average duration:
  - GP clinic: 30-minute sessions
  - Radiology: 30-minute sessions as type of scans not determined
- All medical practitioners (14) drive to the site (this reflects the likelihood that some practitioners may work at multiple locations). However, only some practitioners will be working at any one time, reducing the simultaneous parking demand.
- In line with 'Travel to Work' data for City of Stirling, 62.9% of support staff (3) are expected to drive to the site.
- Staff will tend to arrive/depart before opening/closing hours, offset from the Centre peak arrival and departure times.
- All patients drive to the site

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It is noted that the above assumptions result in a very conservative outcome, from the perspective of parking and vehicle trip generation.

4.1.2 Traffic Generation

Based on the above and utilising trip generation rates from the *Institute of Transportation Engineers (ITE) "Trip Generation" 11th Ed*. This analysis also assumes that there is no internal trip chaining between the proposed uses. However, it is expected that up to 40% of patients to the GP clinic would also visit the pharmacy.

The anticipated traffic generated associated with the proposed development for the critical weekday period is considered and summarised in Table 4.1.

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Table 4.1 Summary of projected vehicle trip generation (weekday)

Use	Rates above	Quantity	Peak Hour Trip Generation		Trip generation (inc. reduction)
			AM	PM	
GP Clinic	4 trips per practitioner per hour	7 practitioners 1 support staff	28 trips	28 trips	No change
Radiology	4 trips per practitioner per hour	5 practitioners 1 support staff	20 trips	20 trips	No change
Pharmacy (Shop)	AM – 8.3 trips per 100m² PM – 11.50 trips per 100m²	184.48m² GFA	15 trips	21 trips	(9 trips AM) (13 trips PM)
Total traffic			**63 trips**	**69 trips**	**57 trips (AM)** **61 trips (PM)**

Considering the above, a total of 57 and 61 vehicle movements is expected in the AM and PM peak, respectively, associated with the proposed development, noting that minimal traffic will occur during typical peak commuter periods. Notwithstanding, it is noted that this trip generation is still considered conservative and actual trip generation could be substantially lower, in particular as a result of walking trips by nearby residents from the surrounding catchment.

Based on the above, we are satisfied that the traffic impacts associated with the proposed development are appropriate and will not have a detrimental impact on the nearby road network.

4.2 Impact on surrounding roads

As the above illustrates, there are no anticipated locations which would experience a significant impact from the proposed development. In this case, the anticipated traffic volume generated by the proposed development during the critical PM peak hour is 61 vehicular trips during the weekday. This demand would be distributed across all access points, further reducing the localised impacts.

WAPC Transport Impact Assessment Guidelines (2016) provides guidance on the assessment of traffic impacts:

> *As a general guide, an increase in traffic of less than 10 per cent of capacity would not normally be likely to have a material impact on any particular section of road, but increases over 10 per cent may. All sections of road with an increase greater than 10 per cent of capacity should therefore be included in the analysis.*
>
> *For ease of assessment, an increase of 100 vehicles per hour for any lane can be considered as equating to around 10 per cent of capacity. Therefore any section of road where the structure plan traffic would increase flows by more than 100 vehicles per hour for any lane should be included in the analysis.*

The traffic generated by the proposed development is well below this critical threshold, and as such the additional traffic generation is considered unlikely to result in any significant adverse impacts to traffic function or safety.

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5 Sustainable transport access

5.1 Public transport facilities

The Site is well situated to take advantage of the local public transport network, including two bus services which connect building occupants to the broader metropolitan public transport network.

Bus Route 421 and 423 operates along Barnes Street with the nearest bus stop located approximately 240m north of the Site.

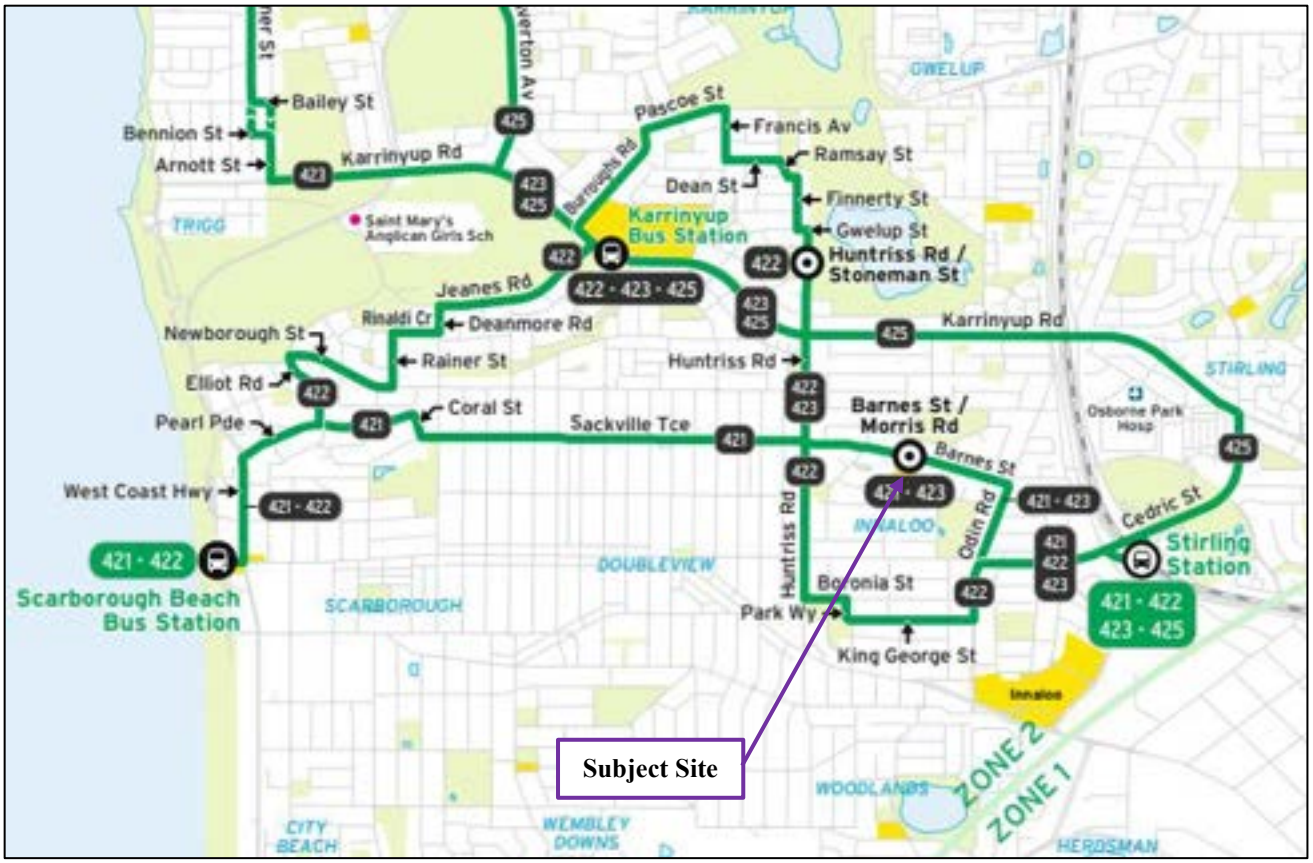

Figure 5.1 Existing public transport

Source: Transperth

5.2 Pedestrian and cycle access/facilities

The existing road network within the vicinity of the Site provides excellent pedestrian accessibility in the form of footpaths, pram ramps and pedestrian crossings. This allows future building occupants to safely walk to key nodes, including public transport stops.

There are numerous cycling facilities proximate to the Site, including two Perth Bicycle Network (PBN) routes along Barnes Street and Shaw Roa connecting to the Principal Shared Path (PSP) running parallel the railway line, providing a safe and efficient cycling route connecting to various surrounding suburbs.

It is expected that a portion of patients to the proposed medical centre would be from the local residential catchment area and would therefore be more likely to arrive on foot or by bicycle. This will have a small, but appreciable impact on the traffic generation and parking requirement for the Site.

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It is note that this reduction has not been applied to impact calculations to ensure a conservative and robust assessment.



Figure 5.2 Stirling bike map

Source: Department of Transport

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6 Safety issues

No particular safety issues have been identified for the proposed medical centre development.

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7 Conclusions

This report has been prepared in accordance with the Western Australia Planning Commission (WAPC) *Transport Assessment Guidelines for Developments: Volume 4 - Individual Development.*

The following conclusions have been made in regard to the proposed development:

- The proposed development comprises a medical centre, in the jurisdiction of the City of Stirling.
- No vehicular access is facilitated to the Site with parking to be accommodated within the nearby area. This arrangement is consistent with the unique circumstances of the Morris Place Neighbourhood Centre, with a shared centralised parking area functioning as the primary and shared parking resource for the Neighbourhood Centre and no on-site parking provided within existing individual lots.
- Walking and cycling amenity are considered to be good, with paths connecting to the Perth Bicycle Network and Principal Shared Path network running parallel the railway line, providing a safe and efficient cycling route connecting to various surrounding suburbs.
- The site has access to local public transport, with two bus services terminating within the environs of the Site.
- A parking demand assessment was conducted to determine the likely parking demand. This detailed analysis showed that the anticipated maximum parking demand is in the order of 128 vehicles, well below the 163 parking spaces currently available. Accordingly, the existing off-street parking in the nearby area would be sufficient to accommodate the parking demands by staff and patients by the Site.
- The proposed development represents a two-way trip generation of approximately 57 and 61 vehicles during the weekday AM and PM peak hours respectively. This increase is considered as a minor impact to the surrounding road network and is considered acceptable.
- Service/delivery and waste vehicles will be accommodated within the adjacent laneway.

In conclusion, detailed traffic and parking assessment of the proposed development has not identified any factors that should prevent its approval.

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Appendix A

Development Plans

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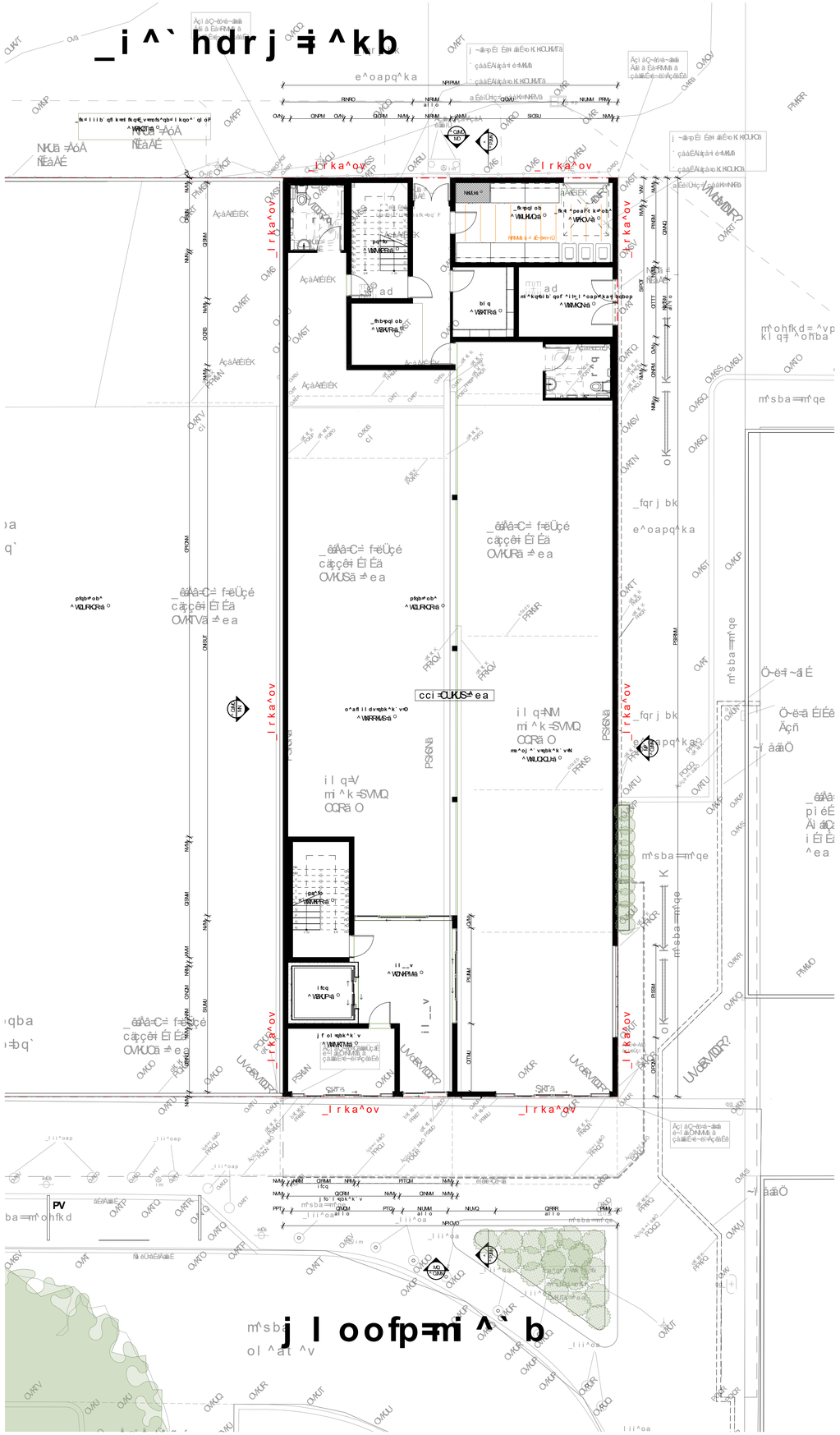
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Appendix B

Tube Count Survey Data

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Job No	AUWA14190 Innaloo ATC Accumulation Parking Survey
Client	WSP
Site	Blackgum La- Week 1
Location	East of Morris Rd
Site No	1
Start Date	25-Feb-26
Description	Volume Summary
Direction	EB

MATRIX Traffic and Transport Data

Hour Starting	Day of Week							W'Day Ave	7 Day Ave
	Mon	Tue	Wed	Thu	Fri	Sat	Sun		
	2-Mar	3-Mar	25-Feb	26-Feb	27-Feb	28-Feb	1-Mar		
AM Peak	10	8	18	10	19	15	6		
PM Peak	10	5	16	14	16	13	7	**103**	**97**
0:00	0	0	0	0	0	0	0	0	0
1:00	0	0	0	0	0	0	0	0	0
2:00	0	0	0	0	0	0	0	0	0
3:00	0	0	0	0	0	0	0	0	0
4:00	1	0	0	1	0	0	0	0	0
5:00	0	0	1	3	3	1	1	1	1
6:00	1	1	8	10	5	1	1	5	4
7:00	0	4	9	4	6	2	1	5	4
8:00	8	8	9	3	8	15	6	7	8
9:00	7	5	13	4	14	8	2	9	8
10:00	10	3	18	4	10	8	6	9	8
11:00	3	2	13	9	19	11	5	9	9
12:00	8	0	10	8	16	7	7	8	8
13:00	8	3	12	3	9	13	4	7	7
14:00	3	4	12	10	4	7	4	7	6
15:00	3	3	12	2	7	3	4	5	5
16:00	6	5	16	11	7	8	6	9	8
17:00	7	4	10	6	8	10	5	7	7
18:00	4	1	6	2	5	9	0	4	4
19:00	10	4	5	14	4	4	1	7	6
20:00	1	0	2	10	1	0	0	3	2
21:00	0	1	0	0	0	0	0	0	0
22:00	0	0	1	0	0	0	0	0	0
23:00	0	1	0	0	1	0	0	0	0
Total	80	49	157	104	127	107	53	103	97

7-19	67	42	140	66	113	101	50	86	83
6-22	79	48	155	100	123	106	52	101	95
6-24	79	49	156	100	124	106	52	102	95
0-24	80	49	157	104	127	107	53	103	97

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City of Stirling
15 Apr 2026
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Job No	AUWA14190 Innaloo ATC Accumulation Parking Survey
Client	WSP
Site	Blackgum La- Week 1
Location	East of Morris Rd
Site No	1
Start Date	25-Feb-26
Description	Volume Summary
Direction	WB

MATRIX Traffic and Transport Data

Hour Starting	Day of Week							W'Day Ave	7 Day Ave
	Mon	Tue	Wed	Thu	Fri	Sat	Sun		
	2-Mar	3-Mar	25-Feb	26-Feb	27-Feb	28-Feb	1-Mar		
AM Peak	28	18	17	12	24	24	14		
PM Peak	18	19	15	23	17	19	15	**170**	**167**
0:00	1	0	0	0	0	0	0	0	0
1:00	0	0	0	0	0	0	0	0	0
2:00	0	0	0	0	0	0	0	0	0
3:00	0	0	0	0	0	0	0	0	0
4:00	2	1	0	0	0	0	0	1	0
5:00	0	0	1	4	3	1	2	2	2
6:00	3	4	8	12	8	3	2	7	6
7:00	3	8	8	9	9	6	6	7	7
8:00	12	18	10	7	11	14	5	12	11
9:00	17	14	17	6	11	13	5	13	12
10:00	28	16	16	5	14	18	14	16	16
11:00	9	13	12	10	24	24	9	14	14
12:00	15	2	15	18	17	18	15	13	14
13:00	15	14	10	10	17	19	10	13	14
14:00	12	10	11	23	8	18	11	13	13
15:00	7	19	12	9	9	3	7	11	9
16:00	13	14	15	14	10	14	14	13	13
17:00	18	13	12	11	9	11	11	13	12
18:00	16	9	7	6	8	18	5	9	10
19:00	8	7	6	15	3	11	5	8	8
20:00	2	3	2	7	1	1	2	3	3
21:00	0	1	0	1	0	0	0	0	0
22:00	1	0	2	2	0	1	3	1	1
23:00	0	2	0	0	4	0	0	1	1
Total	182	168	164	169	166	193	126	170	167

7-19	165	150	145	128	147	176	112	147	146
6-22	178	165	161	163	159	191	121	165	163
6-24	179	167	163	165	163	192	124	167	165
0-24	182	168	164	169	166	193	126	170	167

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City of Stirling
15 Apr 2026
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Job No	AUWA14190 Innaloo ATC Accumulation Parking Survey
Client	WSP
Site	Morris Pl- North- Week 1
Location	East of Morris Rd
Site No	2
Start Date	25-Feb-26
Description	Volume Summary
Direction	EB

MATRIX Traffic and Transport Data

Hour Starting	Day of Week							W'Day Ave	7 Day Ave
	Mon	Tue	Wed	Thu	Fri	Sat	Sun		
	2-Mar	3-Mar	25-Feb	26-Feb	27-Feb	28-Feb	1-Mar		
AM Peak	91	72	79	72	90	102	84		
PM Peak	102	118	114	106	111	98	98	**1064**	**1075**
0:00	1	0	1	0	0	1	0	0	0
1:00	0	1	1	0	2	1	1	1	1
2:00	0	0	0	0	0	1	0	0	0
3:00	1	2	1	1	2	1	1	1	1
4:00	3	4	1	3	2	3	2	3	3
5:00	1	6	11	6	10	2	1	7	5
6:00	13	22	26	15	25	11	7	20	17
7:00	49	40	46	63	51	58	31	50	48
8:00	59	62	79	64	90	89	46	71	70
9:00	77	72	58	62	71	100	84	68	75
10:00	78	72	75	72	72	102	83	74	79
11:00	91	72	77	68	80	95	69	78	79
12:00	84	67	68	70	70	93	84	72	77
13:00	72	58	80	65	61	98	72	67	72
14:00	83	80	68	68	90	83	71	78	78
15:00	101	91	81	89	98	86	79	92	89
16:00	76	118	114	106	104	96	90	104	101
17:00	102	108	101	91	111	96	98	103	101
18:00	98	97	85	96	71	89	81	89	88
19:00	54	59	62	51	44	75	62	54	58
20:00	12	33	34	22	24	25	25	25	25
21:00	5	5	2	6	5	6	5	5	5
22:00	3	3	2	1	2	1	0	2	2
23:00	3	0	2	1	1	0	1	1	1
Total	1066	1072	1075	1020	1086	1212	993	1064	1075

7-19	970	937	932	914	969	1085	888	944	956
6-22	1054	1056	1056	1008	1067	1202	987	1048	1061
6-24	1060	1059	1060	1010	1070	1203	988	1052	1064
0-24	1066	1072	1075	1020	1086	1212	993	1064	1075

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City of Stirling
15 Apr 2026
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Job No	AUWA14190 Innaloo ATC Accumulation Parking Survey
Client	WSP
Site	Morris Pl- North- Week 1
Location	East of Morris Rd
Site No	2
Start Date	25-Feb-26
Description	Volume Summary
Direction	WB

MATRIX Traffic and Transport Data

Hour Starting	Day of Week							W'Day Ave	7 Day Ave
	Mon	Tue	Wed	Thu	Fri	Sat	Sun		
	2-Mar	3-Mar	25-Feb	26-Feb	27-Feb	28-Feb	1-Mar		
AM Peak	55	50	49	45	53	75	42		
PM Peak	58	66	73	57	69	62	55	**604**	**609**
0:00	1	0	1	0	0	2	0	0	1
1:00	1	0	0	0	1	1	1	0	1
2:00	0	0	0	0	0	0	0	0	0
3:00	2	1	1	2	0	1	1	1	1
4:00	2	1	0	3	1	1	1	1	1
5:00	0	0	6	1	5	1	0	2	2
6:00	10	14	12	5	15	6	1	11	9
7:00	21	19	21	31	31	14	6	25	20
8:00	26	20	40	23	33	47	28	28	31
9:00	41	26	29	29	42	56	41	33	38
10:00	37	28	49	45	53	75	42	42	47
11:00	55	50	34	31	36	48	33	41	41
12:00	38	42	44	38	60	52	46	44	46
13:00	32	34	45	26	39	40	34	35	36
14:00	39	49	44	40	50	45	49	44	45
15:00	43	55	48	40	60	41	40	49	47
16:00	36	63	66	53	56	62	55	55	56
17:00	58	65	73	57	69	58	54	64	62
18:00	48	66	66	46	48	59	40	55	53
19:00	38	26	36	24	30	57	38	31	36
20:00	15	29	20	26	27	23	22	23	23
21:00	8	19	8	19	9	7	9	13	11
22:00	1	2	2	3	3	2	0	2	2
23:00	0	1	0	2	1	1	2	1	1
Total	552	610	645	544	669	699	543	604	609

7-19	474	517	559	459	577	597	468	517	522
6-22	545	605	635	533	658	690	538	595	601
6-24	546	608	637	538	662	693	540	598	603
0-24	552	610	645	544	669	699	543	604	609

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City of Stirling
15 Apr 2026
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Job No	AUWA14190 Innaloo ATC Accumulation Parking Survey
Client	WSP
Site	Morris Pl- South- Week 1
Location	East of Morris Rd
Site No	3
Start Date	25-Feb-26
Description	Volume Summary
Direction	EB

MATRIX Traffic and Transport Data

Hour Starting	Day of Week							W'Day Ave	7 Day Ave
	Mon	Tue	Wed	Thu	Fri	Sat	Sun		
	2-Mar	3-Mar	25-Feb	26-Feb	27-Feb	28-Feb	1-Mar		
AM Peak	43	41	32	30	43	71	40		
PM Peak	49	64	54	55	52	60	49	**494**	**502**
0:00	0	0	1	0	0	0	0	0	0
1:00	1	0	2	1	0	0	2	1	1
2:00	0	0	0	0	0	1	0	0	0
3:00	1	1	1	1	0	0	2	1	1
4:00	0	1	0	2	1	0	0	1	1
5:00	0	4	5	5	6	0	0	4	3
6:00	6	9	8	10	7	5	2	8	7
7:00	18	23	27	22	17	22	6	21	19
8:00	30	30	32	24	43	22	14	32	28
9:00	28	39	28	26	28	42	30	30	32
10:00	35	33	29	27	29	53	40	31	35
11:00	43	41	31	30	28	71	34	35	40
12:00	32	38	27	28	46	60	42	34	39
13:00	31	27	29	25	46	49	35	32	35
14:00	30	41	36	35	47	33	29	38	36
15:00	46	39	38	38	52	46	36	43	42
16:00	49	64	54	44	47	53	36	52	50
17:00	49	48	51	55	45	57	49	50	51
18:00	41	52	52	54	48	51	29	49	47
19:00	20	18	20	20	20	41	18	20	22
20:00	14	10	8	15	12	11	12	12	12
21:00	4	3	1	4	0	0	3	2	2
22:00	1	0	1	1	0	0	0	1	0
23:00	0	0	0	1	0	3	1	0	1
Total	479	521	481	468	522	620	420	494	502

7-19	432	475	434	408	476	559	380	445	452
6-22	476	515	471	457	515	616	415	487	495
6-24	477	515	472	459	515	619	416	488	496
0-24	479	521	481	468	522	620	420	494	502

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City of Stirling
15 Apr 2026
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Job No	AUWA14190 Innaloo ATC Accumulation Parking Survey
Client	WSP
Site	Morris Pl- South- Week 1
Location	East of Morris Rd
Site No	3
Start Date	25-Feb-26
Description	Volume Summary
Direction	WB

MATRIX Traffic and Transport Data

Hour Starting	Day of Week							W'Day Ave	7 Day Ave
	Mon	Tue	Wed	Thu	Fri	Sat	Sun		
	2-Mar	3-Mar	25-Feb	26-Feb	27-Feb	28-Feb	1-Mar		
AM Peak	85	81	72	79	71	120	72		
PM Peak	94	117	109	97	96	114	97	**979**	**979**
0:00	0	1	1	0	0	1	0	0	0
1:00	0	1	1	1	0	0	3	1	1
2:00	0	0	0	0	0	1	0	0	0
3:00	1	0	0	0	0	0	2	0	0
4:00	1	1	0	2	1	2	0	1	1
5:00	0	1	1	1	0	0	2	1	1
6:00	2	5	15	5	10	3	1	7	6
7:00	23	42	34	52	31	29	24	36	34
8:00	53	50	50	53	71	67	27	55	53
9:00	66	59	52	54	55	80	64	57	61
10:00	70	81	58	64	65	97	56	68	70
11:00	85	69	72	79	71	120	72	75	81
12:00	86	80	67	58	92	114	81	77	83
13:00	75	58	69	67	76	78	60	69	69
14:00	70	88	84	76	83	75	72	80	78
15:00	84	90	83	84	96	91	66	87	85
16:00	94	117	109	89	88	82	72	99	93
17:00	87	102	86	97	95	94	97	93	94
18:00	62	86	89	82	74	78	64	79	76
19:00	44	51	60	56	43	70	48	51	53
20:00	18	47	33	40	19	28	28	31	30
21:00	21	1	0	15	5	2	3	8	7
22:00	3	2	1	1	0	1	1	1	1
23:00	2	0	2	0	0	1	1	1	1
Total	947	1032	967	976	975	1114	844	979	979

7-19	855	922	853	855	897	1005	755	876	877
6-22	940	1026	961	971	974	1108	835	974	974
6-24	945	1028	964	972	974	1110	837	977	976
0-24	947	1032	967	976	975	1114	844	979	979

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City of Stirling
15 Apr 2026
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Job No	AUWA14190 Innaloo ATC Accumulation Parking Survey
Client	WSP
Site	Rivergum La- Week 1
Location	East of Morris Rd
Site No	4
Start Date	25-Feb-26
Description	Volume Summary
Direction	EB

MATRIX Traffic and Transport Data

Hour Starting	Day of Week							W'Day Ave	7 Day Ave
	Mon	Tue	Wed	Thu	Fri	Sat	Sun		
	2-Mar	3-Mar	25-Feb	26-Feb	27-Feb	28-Feb	1-Mar		
AM Peak	4	3	1	3	3	3	1		
PM Peak	1	3	3	2	4	2	3	**18**	**15**
0:00	0	0	0	0	0	0	1	0	0
1:00	0	1	1	1	0	0	0	1	0
2:00	0	0	0	0	0	0	0	0	0
3:00	1	1	1	1	0	0	0	1	1
4:00	0	0	0	0	1	0	0	0	0
5:00	0	0	0	0	0	0	0	0	0
6:00	0	1	0	1	0	3	0	0	1
7:00	0	1	0	1	0	0	0	0	0
8:00	1	1	1	1	1	0	0	1	1
9:00	4	3	0	0	0	0	0	1	1
10:00	0	2	1	3	1	0	0	1	1
11:00	0	1	0	1	3	1	0	1	1
12:00	1	2	1	1	1	2	0	1	1
13:00	0	3	2	0	2	1	0	1	1
14:00	1	0	3	2	4	0	3	2	2
15:00	1	1	0	1	2	0	1	1	1
16:00	0	1	1	2	1	0	0	1	1
17:00	1	0	3	1	0	0	0	1	1
18:00	1	0	1	2	0	2	0	1	1
19:00	0	2	0	1	1	0	0	1	1
20:00	0	1	1	1	0	1	1	1	1
21:00	0	1	0	1	0	0	2	0	1
22:00	0	2	0	0	0	0	0	0	0
23:00	0	0	0	0	0	0	0	0	0
Total	11	24	16	21	17	10	8	18	15
7-19	10	15	13	15	15	6	4	14	11
6-22	10	20	14	19	16	10	7	16	14
6-24	10	22	14	19	16	10	7	16	14
0-24	11	24	16	21	17	10	8	18	15

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15 Apr 2026
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Job No	AUWA14190 Innaloo ATC Accumulation Parking Survey
Client	WSP
Site	Rivergum La- Week 1
Location	East of Morris Rd
Site No	4
Start Date	25-Feb-26
Description	Volume Summary
Direction	WB

MATRIX Traffic and Transport Data

Hour Starting	Day of Week							W'Day Ave	7 Day Ave
	Mon	Tue	Wed	Thu	Fri	Sat	Sun		
	2-Mar	3-Mar	25-Feb	26-Feb	27-Feb	28-Feb	1-Mar		
AM Peak	3	2	1	3	3	2	1		
PM Peak	4	2	3	3	3	1	1	**17**	**14**
0:00	0	1	0	0	0	0	0	0	0
1:00	0	0	1	0	0	0	0	0	0
2:00	0	0	0	1	0	0	0	0	0
3:00	1	1	1	1	0	0	0	1	1
4:00	0	0	0	0	1	0	0	0	0
5:00	0	0	0	0	0	0	0	0	0
6:00	0	1	0	1	0	2	1	0	1
7:00	1	1	0	0	0	0	0	0	0
8:00	0	2	1	2	0	0	0	1	1
9:00	3	2	0	1	1	0	1	1	1
10:00	1	1	0	3	3	0	0	2	1
11:00	1	1	1	2	2	1	0	1	1
12:00	0	1	0	0	0	1	0	0	0
13:00	0	1	1	0	0	1	0	0	0
14:00	1	2	2	1	2	1	1	2	1
15:00	4	1	2	1	3	0	0	2	2
16:00	1	1	1	2	3	0	1	2	1
17:00	0	0	3	0	1	0	1	1	1
18:00	1	0	1	1	0	1	0	1	1
19:00	0	1	0	0	0	0	0	0	0
20:00	0	0	1	3	0	1	0	1	1
21:00	0	0	0	1	0	0	0	0	0
22:00	0	2	0	0	0	0	1	0	0
23:00	0	0	0	0	1	0	0	0	0
Total	14	19	15	20	17	8	6	17	14

7-19	13	13	12	13	15	5	4	13	11
6-22	13	15	13	18	15	8	5	15	12
6-24	13	17	13	18	16	8	6	15	13
0-24	14	19	15	20	17	8	6	17	14

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Appendix C

Swept Path Diagrams

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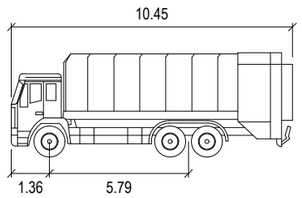
VEHICLE LEGEND

10.45m TRUCK 600mm CLEARANCE

10.45m TRUCK OVERHANG

B85CA10.45m TRUCK CENTRELINE

10.45 WASTE COLLECTION TRUCK



COLLEX 10-5m

	meters
Width	: 2.50
Track	: 2.50
Lock to Lock Time	: 6.0
Steering Angle	: 36.7

PS230390 SK001

10.45m WASTE COLLECTION TRUCK
BLACKGUM LANE - SWEPT PATH MANOEUVRE
M.H. 26.03.2026

0 5 10m

SCALE 1:250 @A3

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wsp

NORTH

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Appendix F

Waste Management Plan

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Design
for a better
future /

MARCH 2026

City of Stirling
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14-16 MORRIS PLACE, INNALOO

OPERATIONAL WASTE MANAGEMENT PLAN



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Question today
Imagine tomorrow
Create for the future

14-16 MORRIS PLACE, INNALOO
Operational Waste Management Plan

WSP
Lvl 3, Mia Yellagonga Tower 2, 5 Spring St
Perth WA 6000
PO Box 7181
Cloisters Square WA 6850

Tel: +61 8 9489 9700
Fax: +61 8 9489 9777

City of Stirling
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REV	DATE	DETAILS
A	24/03/2026	Draft Operational Waste Management Plan
B	30/03/2026	Operational Waste Management Plan

	NAME	DATE	SIGNATURE
Prepared by:	Jess Norman	30/03/2026	JMN
Reviewed by:	Hayley White	30/03/2026	
Approved by:	Hayley White	30/03/2026	

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EXECUTIVE SUMMARY

Below is a summary of the Operational Waste Management Plan (OWMP) proposed for the subject site. The complete report must be read in detail prior to implementing the Operational Waste Management Plan.

This Operational Waste Management Plan (OWMP) outlines the waste generation, storage and collection arrangements for the proposed Medical Centre development at Lots 9 & 10 (No. 14 & 16) Morris Place, Innaloo, WA. It is understood that the proposed development will see the provision of a multistorey building comprising of radiology, pharmacy, general practice and specialist consulting rooms. Waste generation estimates are based on the NSW Better Practice Guidelines in Residential Developments (2019), considered to be the conservative option when compared to the generation rates estimated by Western Australian Local Government Association (WALGA) Better Practice Guidelines for Multi Dwelling Developments (2022). These guidelines consider storage areas sized and equipped to manage garbage, cardboard and commingled recycling, along with consideration for extended waste streams such as hard waste, e-waste, pharmaceuticals, clinical waste and secure paper. The waste store for this facility is located within the ground-floor building footprint, with scaled layouts provided in Appendix A.

All waste will be collected on-site by private contractors using rear-lift HRVs for 660L and 240L bins, with compliant forward-in / forward-out vehicle access (refer to swept path diagrams in Appendix B).

Table 1 summarises the proposed waste systems and collection arrangements for the development.

Table 1 Waste Collection Summary

Waste Stream	Equipment	Vehicle Type	Collection Frequency	Collection Operator
Garbage	2 x 660L	Rear Lift	3 x per week	Private Contractor
Recycling	2 x 660L	Rear Lift	2 x per week	Private Contractor
Paper/Cardboard	1 x 660L	Rear Lift	1 x per week	Private Contractor
Pharmaceuticals	1 x 240L	Rear Lift	As required	Private Contractor
Clinical	2 x 240L	Rear Lift	As required	Private Contractor
Hard Waste	1m^2 storage area	Flatbed	As required	Private Contractor

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1 INTRODUCTION

The following Operational Waste Management Plan has been prepared for the proposed Medical Centre development at Lots 9 & 10 (No. 14 & 16) Morris Place, Innaloo, WA.

This Operational Waste Management Plan (OWMP) and the waste generation rates therein have been prepared based on the WALGA Waste Management Plan Guidelines (2021), NSW Better Practice Guidelines (2019) and current best practice resource recovery methodology and technologies commonly available in Australia.

Note that this building consists of four floors which share a single communal waste storage area, with all waste bins consolidated and collected on the ground floor.

1.1 LAND USE

Client:	TBB Planning
Development Type:	Commercial (Medical Centre)
Number of Levels:	4 levels (LG-L3)

Table 2 Development Area Summary

Use	Level	Office
Radiology/Offices	LG, L1 and L3	1,075m^2
Pharmacy	LG	185m^2
Medical Suites	L2	434m^2 (12 rooms)

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2 WASTE MANAGEMENT PLAN

2.1 WASTE GENERATION ASSESSMENT

Waste generation rates per week are shown in Table 3. A waste generation assessment prepared in accordance with these rates (and the areas previously listed under Table 2) is shown in Table 4. Calculations are based on a 7 day per week operation for all uses.

Table 3 Waste Generation Rates

Development Use	Waste Generation Rates		
	Garbage	Recycling	Paper / Cardboard
Medical (L/room/week)	140	70	0
Radiology/Offices (L/100m^2/week)	70	105	0
Pharmacy (L/100m^2/week)	140	0	315

Table 4 Waste Generation Assessment

Site Element	Size	Weekly Waste Volume (L/week)		
		Garbage	Recycling	Paper / Cardboard
Medical	12 rooms	1,680	840	0
Radiology/Offices	1,075m^2	753	1,129	0
Pharmacy	185m^2	259	0	583
Total		**2,692**	**1,969**	**583**

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2.2 WASTE STORAGE AREAS

A dedicated waste storage area has been provided on the ground floor for shared use between all development uses (refer to Appendix A).

The waste storage area is to be secure (not accessible to the general public); include robust finishes to prevent wear and tear from movement of bins and other equipment; and incorporate services to accommodate appropriate lighting, ventilation, and wash down facilities where appropriate (refer to Section 3.3 for further details).

A summary of waste storage area details and associated equipment for the proposed development is provided in Table 5.

Table 5 Waste Storage Area Details

Name	Location	Users	Size	Equipment Provided
Waste Store	Ground Floor	Medical tenants Radiology / Office tenants Pharmacy tenants	~18sqm	2x 660L Garbage Bins 2x 660L Recycling Bins 1x 660L Cardboard Bin 2x 240L Clinical Waste Bins 1x 240L Pharmaceutical Bin ~1sqm Hard Waste Area

2.3 WASTE STREAMS & HANDLING

Waste shall be sorted on-site by tenants as appropriate into the following **core** waste streams:

- Garbage (General Waste)
- Cardboard
- Commingled Recycling

Storage provisions are to be made for the following **controlled** waste streams on-site:

- Pharmaceuticals
- Clinical Waste

Further storage provisions are to be made for the following **extended** waste streams:

- Bulky Waste (“Hard Waste”)
- E-waste
- Secure Paper

Waste stores will be provided within the ground floor building footprint, adjacent to the radiology tenancy 2 and pharmacy tenancy 1, fitted with bins according to specific tenancy requirements. Each tenant will manage their respective waste store in isolation – waste equipment and storage will **not** be shared between tenancies in any capacity.

BIN STATIONS

Throughout the development it will be ensured that it is as easy to dispose of recyclable materials as it is garbage. This will be achieved by ensuring the development is appropriately furnished with bin stations throughout the various active spaces of the site. The bin stations are to be clearly signed such that waste stream separation is easily identifiable and correct use of the bins is upheld.

Bin stations encourage the separation of recyclable materials. This system incorporates the provision of multiple bins for different waste streams at central locations and common areas for ease of disposal. This system is beneficial, as users are required to make a conscious decision as to which bin they place their items. This typically results in a reduced volume of garbage (landfill). In addition, the use of bin stations minimises the number of locations cleaners are required to service throughout the development.

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Figure 1 Example Bin Station Application



Typical office fitout



240L wheelie bins incorporated into fitout (at point of significant waste generation)

2.3.1 GARBAGE, CARDBOARD & COMMINGLED RECYCLING

Each tenancy must provide its own plastic-lined internal bins for the temporary holding of garbage, cardboard and commingled recycling. The size, type and placement of these bins is to be determined by each tenant according to their operational requirements and internal fitout. Building management will **not** supply, install or maintain temporary holding bins.

Tenants or cleaners are responsible for transferring waste from these internal bins to the appropriate ground-floor waste stores on a daily basis. Waste may be transferred using cleaners' trolleys, wheelie bins or manual handling of bagged waste, depending on operational preference.

Within the ground-floor waste store, each waste stream is managed as follows:

- **Garbage:** *All garbage is to be disposed of bagged into the designated 660L garbage bins.*
- **Commingled Recycling:** *Disposed of loosely into the 660L commingled recycling bins provided. Plastic liners must not enter the recycling stream and are to be disposed of with the garbage bins provided.*
- **Paper/Cardboard:** *Cardboard is to be disposed of loosely into the designated 660L paper/cardboard bin. All cardboard must be broken down and flattened prior to disposal to optimise bin efficiency.*

All tenancies must ensure that internal temporary waste bins are emptied daily, preventing accumulation within the buildings operational areas and ensuring all waste is regularly transferred to the building's dedicated waste storage and collection facilities.

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2.3.2 CONTROLLED WASTE STREAMS

Both clinical waste and pharmaceutical waste are formally classified as controlled waste under the Environmental Protection (Controlled Waste) Regulations 2004. A controlled waste carrier license is mandatory for any contractor collecting 240L clinical or pharmaceutical waste bins, along with the collection vehicle.

Collections must also be tracked using Controlled Waste Tracking Form (CWTF) documentation for loads >200L.

PHARMACEUTICALS WASTE

All Pharmaceutical waste (expired, unused or contaminated medications or pharmaceutical products) generated across the development will be stored within the waste store area (labelled as "Pharmaceuticals").

Each tenancy will have their own smaller office pharmaceutical bins as required and will then be stored in the waste room for collection on an "as required" basis via an appropriately licensed pharmaceutical waste contractor.

CLINICAL WASTE

All clinical waste (including sharps and materials contaminated with blood, bodily fluids, or infectious agents) generated across the development will be stored within the dedicated "Clinical Waste" bins within the ground floor waste store area. Each tenancy will manage its own smaller clinical waste bins within treatment or operational areas as required, with waste then transferred to the main waste room for consolidated storage.

Clinical waste collection will occur on an "as required" basis through an appropriately licensed clinical waste contractor.

2.3.3 EXTENDED WASTE STREAMS

BULKY WASTE & ELECTRONIC WASTE

A dedicated 1m^2 area will be provided in the ground floor waste store for the temporary holding of bulky waste (broken furniture, whitegoods etc) generated across the development, inclusive of electronic waste (e-waste). Tenant and/or building management will transfer bulky waste volumes to the loading zones for collection on an "as required" basis.

If required, a 120-240L e-waste bin can be incorporated into the hard waste area for the disposal of smaller e-waste goods (such as phones ad computer keyboards), with larger goods (such as televisions and computer monitors) being disposed of across the remaining floor space.

Bulky waste will be collected as a separate waste stream via private contractor(s).

SECURE PAPER

Spaces throughout the development ***may*** be furnished with secure paper bins as deemed appropriate by tenant. Secure paper collections will be performed on an "as required" basis via an authorised contractor.

Collection contractors will enter the building, collect and exchange the secure paper bins directly from relevant space of the office tenancy, as per common practice. Tenants and/or building management (or equivalent) will coordinate collection services.

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2.4 WASTE EQUIPMENT

Table 6 and Table 7 contain information regarding waste equipment type, quantity, size, collection frequency and capacity for the development.

Note that as waste is to be managed in accordance with each tenant's operational plan and standard design fitout preferences for waste, the below collection / equipment detail is provided as a ***possible*** arrangement only. In actual practice, waste stream separation, equipment and collection frequency may differ to that listed below.

Table 6 Bin Information and Capacity

Bin Information and Capacity				
Waste Stream	**No. Bins**	**Collections/Week**	**Weekly Capacity**	**Weekly Volume**
Garbage	2 x 660L	3 x per week	3,960L	2,692L
Recycling	2 x 660L	2 x per week	2,640L	1,969L
Paper/Cardboard	1 x 660L	1 x per week	660L	583L

Typical equipment dimensions are shown in Table 7 below. Note that the specifications are for reference only and must be confirmed with the nominated supplier prior to any work commencing.

Table 7 Typical Equipment Dimensions

Typical Equipment Dimensions (mm)				
Item	**Width**	**Depth**	**Height**	**Footprint**
240L Bin	580	735	1080	0.43m^2
660L Bin	1370	850	1330	1.16m^2

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2.5 WASTE COLLECTION METHODOLOGY

Waste will be collected by a private contractor as outlined in Table 8.

Table 8 Waste Collection Summary

Waste Stream	Equipment	Collection Frequency	Vehicle Type
Garbage	2 x 660L	3 x per week	Rear Lift
Recycling	2 x 660L	2 x per week	Rear Lift
Paper/Cardboard	1 x 660L	1 x per week	Rear Lift
Pharmaceuticals	1 x 240L	As required	Rear Lift
Clinical	2 x 240L	As required	Rear Lift
Hard Waste	$1m^2$ storage area	As required	Flatbed

All waste collections for the development will occur directly from the ground floor waste store. Collection vehicles sized up to 10.24m in length will prop adjacent to the development within Blackgum Lane to perform waste collections. Collection operators will collect bins directly from the ground level waste storage areas and return them upon emptying. Swept path diagrams demonstrating sufficient vehicle access are provided in Appendix B.

Building management will ensure sufficient access is provided for collection vehicle operators during collection times.

Note that bins are not to be presented to kerb or stored outside the title boundary and where feasible, a single contractor should coordinate collections across tenancies to minimise truck movements.

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3 ADDITIONAL INFORMATION

3.1 BIN COLOUR AND SUPPLIER

Australian Standard AS4123.7 2006 specifies the following bin colours, however due the private nature of waste collection these are only recommendations and are not mandatory:

- Garbage (general waste) bins shall have red lids with dark green or black body.
- Recycle bins shall have yellow lids with dark green or black body.
- Cardboard bins shall have blue lids with dark green or black body.
- Clinical waste bins shall have yellow lids with yellow body and with the black biological hazard symbol (refer to Figure 2).
- Pharmaceutical bins shall have red lids with red body and with a black pill symbol (refer to Figure 2).

Private collection contractors often supply their own bins for collection.

3.2 SIGNAGE

Waste storage areas and bins will be clearly marked and signed with relevant local authority waste stream signage or equivalent (such as that shown in Figure 2). Staff / cleaners will be instructed by building management to adhere to these requirements.

Figure 2 Example Waste Stream Signage



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3.3 STANDARDS & COMPLIANCE

3.3.1 VENTILATION

Ventilation will be provided in accordance with Australian Standard AS1668.

3.3.2 WASHING AND VERMIN PROTECTION

Waste storage areas are to be fitted with a floor waste connection via grease trap, and tap/hose connection to allow for regular washdown of waste equipment and the waste storage area itself.

Alternatively, a third-party bin washing service can be engaged to perform this service. Bin washing suppliers must retain all wastewater within their washing apparatus and not impact on the drainage provisions of the site.

3.3.3 NOISE REDUCTION

All waste areas shall meet BCA and AS2107 acoustic requirements as appropriate with operational hours and collection times assigned to minimise acoustic impact on surrounding premises.

3.4 HIGH LEVEL PURCHASING SCHEDULE

lists the waste equipment required for the development under the conditions proposed within this report.
A complimentary list of suppliers is provided in Table 9 for convenience.

Table 9 Equipment Supply Schedule

Item	Quantity / Notes	Typical Services Requirement(s)	Supplier*
240L bin	1 No. Pharmaceuticals 2 No. Clinical	nil	Private Supplier *(All Medical Waste Australia, Cleanaway Health or equivalent)*
660L bin	2 No. Garbage 2 No. Recycling 1 No. Paper/Cardboard	nil	Private Supplier *(SULO or equivalent)*
** Private collection contractors often provide their own bins for collection.*			

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3.5 SUPPLIER CONTACT INFORMATION

A complimentary listing of contractors and equipment suppliers is provided in Table 10 below for your reference. You are not obligated to procure goods/services from these companies. This is not, nor is it intended to be, a complete list of available suppliers. WSP does not guarantee (or make representations for) the goods/services provided by these suppliers.

Table 10 Supplier Contact List

Service Type	Contractor / Supplier Name	Phone	Website
Private Waste Collectors	SUEZ Environment	13 13 35	www.sita.com.au
	Cleanaway	13 13 39	www.cleanaway.com.au
	Veolia	132 955	www.veolia.com
Equipment Suppliers	Wastech Engineering (*Compactor, Balers, Bin lifter*)	(03) 8787 1600	www.wastech.com.au
	Superior Pak (*Compactors, Balers, Bin lifter*)	1800 013 232	www.superiorpak.com.au
	Sulo Australia *(Bins)*	1300 364 388	www.sulo.com.au
	All Medical Waste Australia (*Controlled Waste Bins)*	1300 389 125	https://www.allmedicalwaste.com.au/
Bin Washing Services	The Bin Butlers	1300 788 123	www.thebinbutlers.com.au
	Kerbside Clean-A-Bin	(03) 9830 7381	www.kerbsidecleanabin-srp.com.au
	Calcorp Services	1800 225 267	www.calcorpservices.com.au
	WBCM Environmental Australia	1300 800 621	www.wbcm-aust.com.au
E-waste Collection Services	TechCollect	1300 229 837	www.techcollect.com.au
	Mobile Muster *(Mobile Phones)*	1800 249 113	www.mobilemuster.com.au
	ToxFree *(Secure E-waste Destruction)*	1300 869 373	www.toxfree.com.au

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APPENDIX A

SCALED WASTE ROOM DRAWINGS

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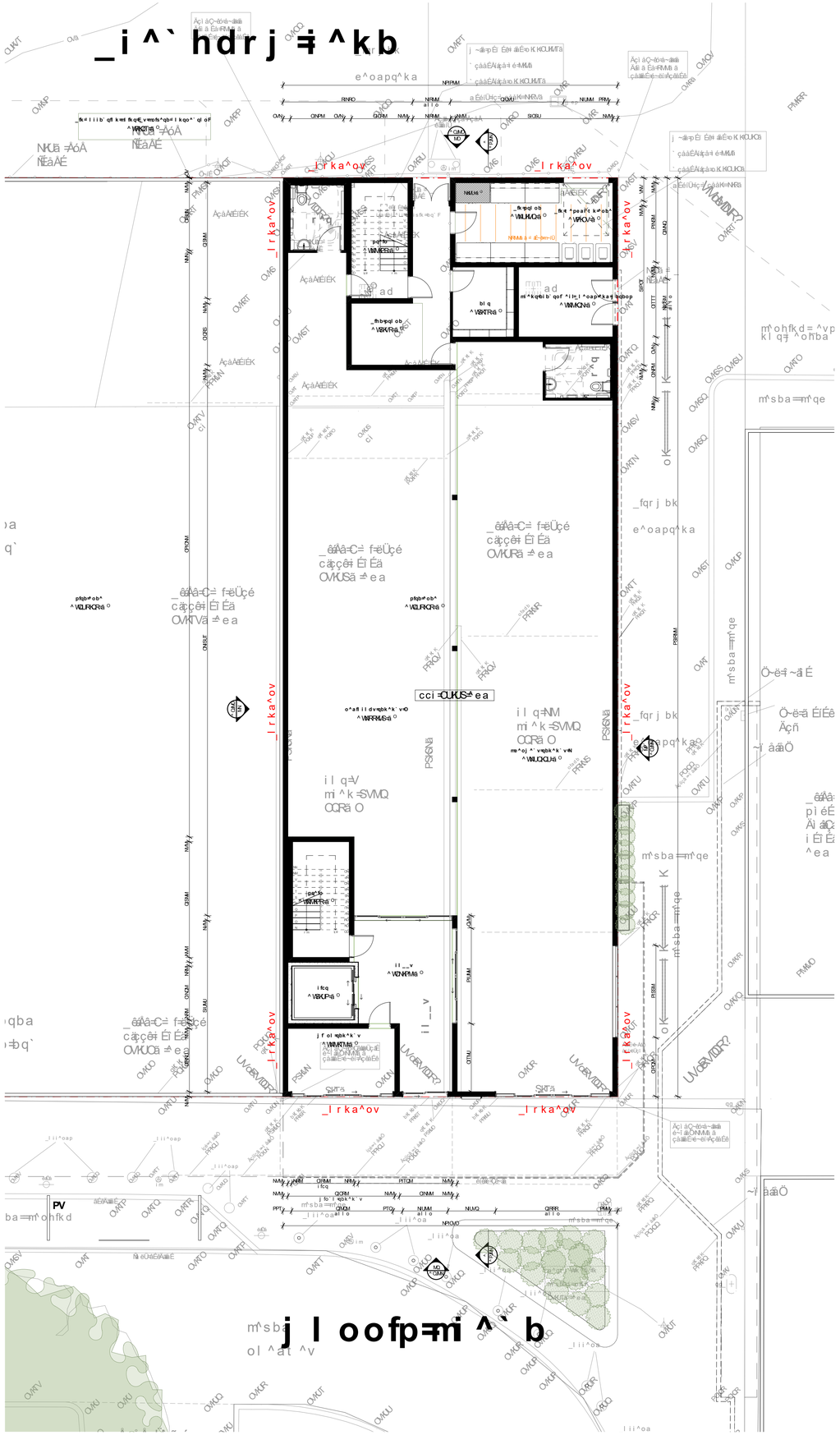
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APPENDIX B

SWEPT PATH DIAGRAMS

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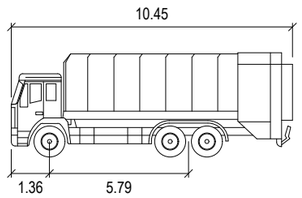
VEHICLE LEGEND

10.45m TRUCK 600mm CLEARANCE

10.45m TRUCK OVERHANG

B85CA10.45m TRUCK CENTRELINE

10.45 WASTE COLLECTION TRUCK



COLLEX 10-5m

	meters
Width	: 2.50
Track	: 2.50
Lock to Lock Time	: 6.0
Steering Angle	: 36.7

PS230390 SK001

10.45m WASTE COLLECTION TRUCK
BLACKGUM LANE - SWEPT PATH MANOEUVRE
M.H. 26.03.2026

0 5 10m

SCALE 1:250 @A3

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